

11



SESSIONAL PAPERS

VOLUME 12

FOURTH SESSION OF THE TENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1907-8



VOLUME XLII



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(This volume is bound in two parts.)

1. Report of the Auditor General for the nine months ended 31st March, 1907. Partial report presented 28th November, 1907, by Hon. W. S. Fielding; also 2nd December and 17th December *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal period of nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1909. Presented 11th December, 1907, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 3a. Further Supplementary Estimates for the year ending 31st March, 1909. Presented 9th July, 1908, by Hon. W. S. Fielding... *Printed for both distribution and sessional papers.*
4. Supplementary Estimates for the twelve months ending 31st March, 1908. Presented 3rd February, 1908, by Hon. W. S. Fielding.
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- 4a. Supplementary Estimates for the year ended 31st March, 1908. Presented 16th March, 1908, by Hon. W. S. Fielding... *Printed for both distribution and sessional papers.*
5. (No issue.)
6. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1907. Presented 8th May, 1908, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 3.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1907. Presented 29th June, 1908, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

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8. Report of the Superintendent of Insurance for the year ended 31st December, 1907.
Printed for both distribution and sessional papers.
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1907. Presented 14th May, 1908, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

- 10.** Report of the Department of Trade and Commerce, for the fiscal year (nine months) ended 31st March, 1907. Part I.—Canadian Trade. Presented 29th November, 1907, by Hon. W. S. Fielding. Part II.—Trade of Foreign Countries and Treaties and Conventions. Presented 11th March, by Hon. W. Paterson.

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

- 10a.** Convention respecting the Commercial Relations between France and Canada, entered into at Paris on the 19th day of September, 1907, between His Majesty and the President of the French Republic. Presented 28th November, 1907, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.

- 10b.** Correspondence and memoranda in connection with the Convention of 1907, respecting the commercial relations between France and Canada. Presented 9th January, 1908, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.

- 10c.** Supplement to Report of Department of Trade and Commerce, with statistics showing steamship traffic, &c. Presented 17th March, 1908, by Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

- 11.** Tables of the Trade and Navigation of Canada, for the nine months of the fiscal year ended 31st March, 1907. Presented 2nd December, 1907, by Hon. W. Paterson.

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 7.

- 12.** Inland Revenues of Canada. Excise, &c., for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

Printed for both distribution and sessional papers.

- 13.** Inspection of Weights, Measures, Gas and Electric Light, for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

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- 14.** Report on Adulteration of Food, for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

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- 15.** Report of the Minister of Agriculture, for the year ended 31st March, 1907. Presented 2nd December, 1907, by Hon. S. A. Fisher.

Printed for both distribution and sessional papers.

- 15a.** Report of the Dairy and Cold Storage Commissioner for the year ending 31st March, 1907. Presented 10th February, 1908, by Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

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- 16.** Report of the Directors and Officers of the Experimental Farms for 1906. Presented 10th January, 1908, by Hon. S. A. Fisher.

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- 17.** Criminal Statistics for the year ended 30th September, 1907.

Printed for both distribution and sessional papers.

- 17a.** Census of Population and Agriculture of the Northwest Provinces: Manitoba, Saskatchewan and Alberta, 1906. Presented 18th February, 1908, by Hon. S. A. Fisher. *See 17a, 1907.*

- 17b.** Return of By-Elections for the House of Commons of Canada, held during the year 1907. Presented 6th March, 1908, by Sir Wilfrid Laurier.

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- 18.** Canadian Archives. *See No. 15, page lv.*

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- 19.** Report of the Minister of Public Works, for the fiscal period ended 31st March, 1907. Presented 2nd December, 1907, by Hon. W. Pugsley.
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- 19a.** Georgian Bay Ship Canal Survey. Report on the Precise Levelling; from 1904 to 1907. Published by the Department of Public Works.
Printed for both distribution and sessional papers.
- 19b.** Progress Report of the International Waterways Commission. Supplementary Report to 31st December, 1907. Presented 5th June, 1908, by Sir Wilfrid Laurier.
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- 19c.** Supplementary Report of the International Waterways Commission, 1908.
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- 20.** Report of the Department of Railways and Canals, for the fiscal period from 1st July, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.
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- 20a.** Canal Statistics for the season of navigation, 1906.
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- 20b.** Railway Statistics of Canada for the year ended 30th June, 1907. Presented 16th January, 1908, by Hon. G. P. Graham.
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- 20c.** Second Report of the Board of Railway Commissioners for Canada, 1st April, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.
- 21.** Report of the Department of Marine and Fisheries (Marine) for 1907. Presented 18th December, 1907, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.
- 21a.** Seventh Report of the Geographic Board of Canada, 1907-8.
Printed for both distribution and sessional papers.
- 21b.** List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada, on the 31st December, 1907. Presented 24th June, 1908, by Hon. L. P. Brodeur.
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- 21c.** Report on British and Continental Ports, with a view to the development of the port of Montreal and Canadian transportation.
Printed for both distribution and sessional papers.
- 22.** Report of the Department of Marine and Fisheries (Fisheries) for 1907. Presented 18th December, 1907, by Hon. L. P. Brodeur.
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- 23.** Report of the Harbour Commissioners. &c.
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- 23a.** Report of the Chairman of the Board of Steamboat Inspection, 1907. Presented 27th February, 1908, by Hon. L. P. Brodeur.
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- 25.** Report of the Department of the Interior, for the fiscal period from 1st July, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. F. Oliver.
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- 25a.** (1907) Report of the Chief Astronomer for the nine months ending 31st March, 1907.
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- 25b.** Annual Report of the Topographical Surveys Branch (Department of the Interior) 1906-7. Presented 8th June, 1908, by Hon. F. Oliver.
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- 25c.** Report of the Commissioner of the Yukon Territory, for the year ended 31st March, 1908....*Printed for both distribution and sessional papers.*
- 25d.** Correspondence and papers relating to Seed Grain in Saskatchewan and Alberta. Presented 18th July, 1908, by Hon. F. Oliver.
Printed for both distribution and sessional papers.
- 26.** Summary Report of the Department of Mines (Geological Survey), for the calendar year 1907. Presented 16th January, 1908, by Hon. W. Templeman.
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- 26a.** Summary Report of the Mines Branch of the Department of Mines, for the fiscal year 1907-8. Presented 17th July, 1908, by Hon. W. Templeman.
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- 26b.** Annual Report on the Mineral Production in Canada, during the calendar year 1906.
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- 32.** Annual Report of the Department of Public Printing and Stationery, 1907. Presented 11th May, 1908, by Hon. S. A. Fisher...*Printed for both distribution and sessional papers.*
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- 35.** Annual Report of the Militia Council of Canada, 1907. (Interim Report presented 6th March, 1908.)*Printed for both distribution and sessional papers.*
- 36.** Report of the Department of Labour, for the nine months ended 31st March, 1907. Presented 18th December, 1907, by Sir Wilfrid Laurier.
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- 36a.** Report of W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on his mission to England to confer with the British authorities on the subject of immigration to Canada from the Orient, and immigration from India, in particular
Printed for both distribution and sessional papers.
- 36b.** Report by W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on the need for the suppression of the opium traffic in Canada. Presented 3rd July, 1908, by Hon. R. Lemieux*Printed for both distribution and sessional papers.*
- 36c.** Return to an address of the Senate, dated 16th July, for all correspondence, reports, memorials and protests forwarded to the Government in connection with the opium trade in Canada, whether asking for the suppression of said trade or otherwise. Presented 18th July, 1908.—*Hon. Sir Mackenzie Bowell**Not printed.*
- 37.** Minutes of proceedings of the Board of Internal Economy of the House of Commons, pursuant to Rule of the House, number 9. Presented 2nd December, 1907, by the Hon. The Speaker*Not printed.*
- 37a.** Return to an order of the House of Commons, dated 10th February, 1908. Minutes of proceedings of the Board of Internal Economy of the House of Commons from 1st January, 1902, to 1st January, 1906. Presented 6th March, 1908.—*Mr. Roche (Marquette)*.
Not printed.
- 38.** A copy of the new rules of the Supreme Court of Canada, promulgated on the 19th day of June, 1907. Presented 28th November, 1907, by the Hon. The Speaker*Not printed.*
- 38a.** Rules and orders of the Supreme Court of Judicature for Ontario, passed on the 27th March, 1908, under the power conferred by the Criminal Code. Presented 12th May, 1908, by Hon. A. B. Aylesworth*Not printed.*
- 39.** Return to an order of the House of Commons, dated 6th July, 1908, showing the length of the National Transcontinental Railway from Moncton, New Brunswick, to Prince Rupert, in the province of British Columbia, and the estimated cost of the same. Presented 6th July, 1908.—*Hon. G. P. Graham**Not printed.*
- 39a.** Report of the Commissioners of the Transcontinental Railway for the fiscal period ending 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.
- 39b.** Supplementary return to an order of the House of Commons, dated 12th December, 1907, showing: 1. The estimated quantities used by the Transcontinental Railway Commission for arriving at the moneyed values of the tenders for the construction of the 50 miles, more or less, from Moncton westerly; for the construction of 62 miles, more or less, from Grand Falls westerly; from the south side of the St. Lawrence river, easterly 150 miles; for the 45 miles more or less westerly from near La Tuque; and for the 150 miles easterly from near Abitibi, known as the Abitibi section. 2. The various prices which each tenderer placed opposite the several items in the schedule or form of tender. 3. The total number so ascertained of each tender. Presented 24th January, 1908. —*Mr. Schell (Glengarry)**Not printed.*
- 39c.** Return to an order of the House of Commons, dated 8th January, 1908, for a copy of all tenders received up to date (30th November, 1907) by, and now under contract to, the commission appointed for the construction of that portion of the line of the

CONTENTS OF VOLUME 17—*Continued.*

- Transcontinental Railway between the city of Winnipeg, in the province of Manitoba, and the city of Moncton, in the province of New Brunswick; that such copy or return shall contain (1) signatures attached to the tenders; (2) the total amount of each tender as "moneyed out" by the said commission; (3) the quantity of each class or kind of material as used by the said commission in figuring out the cost; (4) the price per unit of prices submitted by those who responded to the invitation for tenders; and (5) the total cost of each item in the schedule, which, added together, gives the grand total cost of each undertaking tendered for. Presented 24th January, 1908.—*Mr. Taylor*. *Not printed.*
- 39d.** Return to an order of the House of Commons, dated 29th January, 1908, showing to whom, and when, the National Transcontinental Railway Commission awarded contracts for the transportation of supplies, on District E, between the following points, namely:—(a)Grassett to Cache 9, (b)Montizambert to New Cache 9 A, on Negogami river; (c)Jackfish to Caches 10, 11 A, and 12 (d)Nipigon to Caches 12 A, 13, 14, 15, Ombabika and Wabinoah warehouses and Cache 16, on District F; the distances in each contract, the contract rate and terms; the amounts that have been paid to date on each contract; who erected the cache and dwelling house at the line crossing on Kebinakagami river; also the new buildings at line crossing of Negogami river, and the warehouses at Jackfish; the cost of these buildings, respectively; and if tenders were invited for above transportation and building contracts. Presented 6th February, 1908.—*Mr. Boyce*. *Not printed.*
- 39e.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of the clauses and conditions, regulations and specifications contained in the contracts, in virtue of which the National Transcontinental Railway is being built, and that are for the purpose of safeguarding, securing and guaranteeing the suppliers of the contractors, to whom the work of construction has been accorded, the payment of their claims against the said contractors; likewise a list of the contracts signed, up to the present, in which appear the said clauses guaranteeing or securing the said suppliers the payment of their said bills or claims. Presented 13th February, 1908.—*Mr. Morin*. *Not printed.*
- 39f.** Return (in part) to an Address of the House of Commons, dated 23rd March, 1908, for a copy of all orders in council, reports, surveys, contracts, tenders, agreements, books, memoranda, documents, and papers of every kind, showing, relating to, or concerning the length of the National Transcontinental Railway from (a) Winnipeg to Quebec, (b)Quebec to Moncton, and the estimated or probable average cost per mile of the same, and all other information relating to the total cost or the cost per mile of the said railway. Presented 21st April, 1908.—*Mr. Borden (Carleton)*. *Not printed.*
- 39g.** Letters from the chairman of the Board of Commissioners of the Transcontinental Railway, the chief engineer and others, in connection with certain allegations made by Major A. E. Hodgins, late district engineer of Section F, Transcontinental Railway. Presented 24th April, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 39h.** Copy of the commission appointing Lucien Pacaud, Esquire, of the city of Quebec, as police magistrate, to carry out the law against the sale of intoxicating liquors within certain limits, along the line of the eastern extension of the Transcontinental Railway. Presented 5th May, 1908, by Hon. A. B. Aylesworth. *Not printed.*
- 39i.** Return to an order of the Senate, dated 1st April, 1908, based on the records in the offices of the Railway Commission, showing the total number of persons killed or injured by being struck by engines or trains on highway crossings, said return to show the number of persons so killed or injured on the lines of each railway company separately for the years ending 31st March, 1905, 1906 and 1907, such return to include all persons killed or injured as above described irrespective of any contention of the railway companies or opinion of the officers of the Railway Commission as to the legal rights of the said persons to use the highway crossing at the time of the accidents. Presented 12th May, 1908.—*Hon. Mr. McKay (Truro)*. *Not printed.*

CONTENTS OF VOLUME 17—Continued.

- 39j.** Return to an order of the Senate, dated 9th April, 1908, giving a list of all railways in Canada which are not under the control or jurisdiction of the Board of Railway Commissioners; and stating in each case the reason why the railway is not controlled by the commission. Presented 12th May, 1908.—*Hon. Mr. McKay (Truro)*...*Not printed.*
- 39k.** Return (in part) to an order of the Senate, dated 27th March, 1908, showing, separately, the highway crossings at rail level on all railways, except railways under construction, within the jurisdiction of the Railway Commission in respect of which highway crossings, protection has been ordered by the board since its organization, said return to give the character of the protection ordered in each case, the name of the railway company, the local designation of each highway crossing, and the county and province in which it is situated, and the date of the order and regulation in respect thereof; also a similar return giving the highway crossings ordered to be protected by the proper authority in each case on all railways not under the control of the board, including the Intercolonial Railway, and including orders made regarding railways under construction; also a similar return respecting all highway crossings, which had orders and regulations in respect to them in force, on the 1st day of February, 1904. Presented 18th July, 1908.—*Hon. Mr. Ferguson*...*Not printed.*
- 39l.** Supplementary Return to No. 39k. Presented 4th June, 1908...*Not printed.*
- 40.** Ordinances of the Yukon Territory passed by the Yukon Council in the year 1907. Presented 3rd December, 1907, by Sir Wilfrid Laurier...*Not printed.*
- 41.** General Orders issued to the militia between 2nd November, 1906, and 1st November, 1907. Presented 9th December, 1907, by Sir Frederick Borden...*Not printed.*
- 41a.** Dress Regulations for the Canadian militia, 1907. Presented 9th December, 1907, by Sir Frederick Borden...*Not printed.*
- 42.** Ross Rifle Hand-book, 1907. Presented 9th December, 1907, by Sir Frederick Borden.
Not printed.
- 43.** Return under chapter 125 (R.S.C.), 1906, intituled: "An Act respecting Trades Unions," submitted to Parliament in accordance with section 33 of the said Act. Presented 9th December, 1907, by Sir Wilfrid Laurier...*Not printed.*
- 44.** A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return, 4th December, 1906, submitted to the Parliament of Canada under section 32, chapter 19, of the Revised Statutes of Canada, 1906. Presented 9th December, 1907, by Sir Wilfrid Laurier...*Not printed.*
- 45.** Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return, under such resolution. Presented 11th December, 1907, by Hon. F. Oliver...*Not printed.*
- 46.** Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1906, and 1st December, 1907, in accordance with provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 11th December, 1907, by Hon. F. Oliver...*Not printed.*
- 47.** Return of orders in council which have been published in the *Canada Gazette* between 1st December, 1906, and 1st December, 1907, in accordance with the provisions of section 8 of chapter 55 of the Revised Statutes of Canada, 1906. Presented 11th December, 1907, by Hon. F. Oliver...*Not printed.*
- 48.** Statement of expenditure on account of miscellaneous unforeseen expenses from the 1st April, 1907, to the 28th November, 1907, in accordance with the Appropriation Act of 1907. Presented 11th December, 1907, by Hon. W. S. Fielding...*Not printed.*

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49. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the nine months ending 31st March, 1907. Presented 11th December, 1907, by Hon. W. S. Fielding. *Not printed.*
50. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1907-8. Presented 11th December, 1907, by Hon. W. S. Fielding. *Not printed.*
51. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1907, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 11th December, 1907, by Hon. W. S. Fielding. *Not printed.*
52. Return to an address of the House of Commons, dated 11th December, 1907, showing: 1. The names (a) of members of parliament and (b) ex-members of parliament who have been appointed to the Senate by the present administration, distinguishing between classes (a) and (b), giving the date of retirement in class (b) and date of appointment in all cases. 2. The names of members of parliament and of ex-members of parliament appointed to offices of emolument under the Crown by the present administration, distinguishing between the two classes and giving dates as in paragraph one mentioned. 3. The names of senators and ex-senators appointed to offices of emolument under the Crown by the present administration, distinguishing between the two classes and giving dates as in paragraph one mentioned. Presented 12th December, 1907.—*Mr. Lennox*. *Not printed.*
53. Exchequer Court rules (amended), general order of the 12th September, 1907. Presented 12th December, 1907, by Sir Wilfrid Laurier. *Not printed.*
54. Copy of articles of convention of the 21st August, 1906, between the United States and Great Britain, as to the demarcation of the boundary line between Alaska in the United States and the British possessions in North America. Presented 16th December, 1907, by Hon F. Oliver. *Printed for sessional papers.*
- 54a. Copy of a treaty between Great Britain and the United States providing for the more complete definition and demarcation of the international boundary between the Dominion of Canada and the United States, signed at Washington on 11th April, 1908. Presented 19th May, 1908, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 54b. Correspondence, orders in council and despatches in connection with the negotiation of a treaty between Great Britain and the United States for the definition and demarcation of the international boundary between Canada and the United States. Presented 4th June, 1908, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
55. Report of the investigation held last winter by Augustus Power, K.C., of the Justice Department, in respect of Mr. F. T. Congdon. Presented 16th December, 1907, by Hon. F. Oliver. *Not printed.*
- 55a. (1) Return to an order of the House of Commons, dated 13th January, 1908, showing all correspondence, petitions, statements, reports and papers having any relation to the claim of Mrs. Louise F. Wiley, and her infant daughter, concerning certain mining claims held by her husband in the Yukon, and which on his death without will are allowed to have gone into the possession or trusteeship of Frederick Tennyson Congdon, then public administrator in the Yukon, under appointment of the Dominion government, and all correspondence, reports, and papers, bearing upon Mr. Congdon's examination, defence and connection therewith. Presented 24th February, 1908.—*Mr. Foster*. *Not printed.*
- 55a. (2) Return to an address of the House of Commons, dated 22nd January, 1908, for a copy of all orders in council, correspondence, reports, memoranda, evidence and other documents and papers of every description relating to the estate of the late Orren

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Leonard Wiley, or to the claim of Louise F. Wiley, or of her infant daughter, against the government or against Frederick T. Congdon as public administrator of the Yukon Territory, or otherwise as an official of the government, or to any charges against the said Frederick T. Congdon as public administrator or otherwise as an official or employee of this government; excluding therefrom, however, any papers relating to the subjects which may be included in return ordered on the 13th instant, on motion of the honourable member for North Toronto. Presented 24th February, 1908.—*Mr. Foster.*
Not printed.

- 55b.** Return to an address of the House of Commons, dated 29th January, 1908, for a copy of all orders in council, correspondence, evidence, memoranda and other documents and papers of every description, relating to or touching the conduct of all persons who have acted as public administrator in the Yukon Territory, or who have had charge or control by reason of their official position, of the estate of deceased persons in the Yukon Territory. And a copy of all such documents and papers aforesaid as set forth and describe the action, if any, of the government in respect of any claims, charges or proposed proceedings against any such official in respect of his duties, acts or dealings as public administrator. Presented 24th February, 1908.—*Mr. Lennox....Not printed.*
- 55c.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all telegrams, affidavits, papers sent by and all correspondence had with Rev. John Pringle, presently of the Yukon, in connection with the condition of public matters therein and with public officials thereof, and especially in reference to one Frederick Tennyson Congdon, at one time commissioner of the Yukon, and one Girouard, registrar, and one Lithgow, controller and member of the Yukon Council and in particular letters sent by Rev. John Pringle, on or about January, 1902, and in or about January, 1905, and on or about 31st July, 1907, to the premier of Canada, and other ministers, detailing the condition of public matters in the Yukon and the replies thereto. Also showing what action, if any, was taken by the government in relation to the matters dealt with therein and the reports of any commissioner appointed to investigate the charges or any part of them. Presented 2nd March, 1908.—*Mr. Foster... ..Not printed.*
- 55d.** Return to an order of the House of Commons, dated 20th January, 1908 for a copy of all correspondence relating to the morality of the Yukon. Presented 11th March, 1908.—*Mr. Thompson... ..Not printed.*
- 55e.** Return to an order of the House of Commons, dated 10th February, 1908, showing the parties to whom were made the original grants from the Crown of the lands comprised within the limits of the town of Whitehorse, Yukon Territory, and any assignments made thereof, with names of parties, dates, and consideration therefor. Presented 16th March, 1908.—*Mr. Foster... ..Not printed.*
- 55f.** Supplementary return to an order of the House of Commons, dated 13th January, 1908, for a copy of all telegrams, affidavits, papers sent by and all correspondence had with Reverend John Pringle, presently of the Yukon, in connection with the condition of public matters therein and with public officials thereof, and especially in reference to one Frederick Tennyson Congdon, at one time commissioner of the Yukon, and one Girouard, registrar, and one Lithgow, controller and member of the Yukon Council; and in particular letters sent by Reverend John Pringle, on or about January, 1902, and in or about January, 1905, and on or about 31st July, 1907, to the Premier of Canada and other ministers, detailing the condition of public matters in the Yukon and the replies thereto; also showing what action, if any, was taken by the government in relation to the matters dealt with therein and the reports of any commissioner appointed to investigate the charges or any part of them. Presented 7th April, 1908.—*Mr. Foster... ..Not printed.*

CONTENTS OF VOLUME 17—*Concluded.*

- 55g.** Return to an order of the House of Commons, dated 18th February, 1907, for a copy of all letters, memorials, telegrams, petitions, resolutions and other communications, documents and papers from any person or persons in the Yukon to the Prime Minister or to the government, or any member or official of the government, respecting the official acts or conduct of Mr. W. W. B. McInnes as commissioner of the Yukon; including any petition asking for the removal of Mr. McInnes from his position as commissioner. Presented 7th April, 1908.—*Mr. White*. *Not printed.*
- 55h.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of the report made by Mr. Beddoe upon the condition of the books, accounts, &c., of the financial administration of the Yukon, and especially with reference to the condition in the public administrator's office. Presented 21st April, 1908.—*Mr Foster*.
Not printed.
- 55i.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all orders in council, reports, correspondence, documents, and papers relating to the appointment of Mr. W. H. P. Clement as legal adviser to the council of the Yukon Territory, or as public administrator in the Yukon Territory, or to any other office of emolument in the Yukon Territory, or relating to the resignation of the said W. H. P. Clement from any such office, or relating to the circumstances under which and reasons for which the said W. H. P. Clement ceased to act as such legal adviser, public administrator or in any other such capacity. Presented 7th May, 1908.—*Mr. Sproule*.
Not printed.
- 56.** Statement of expenditure as to bounty to deep-sea fishermen, for the year 1906-7. Presented 18th December, 1907, by Hon. L. P. Brodeur. *Not printed.*
- 56a.** Return to an order of the House of Commons, dated 13th January, 1908, showing the names and residences of all fishermen in the county of Cape Breton to whom fishing bounties were paid between 31st December, 1905, and 1st January, 1908, together with a statement of the amount paid to each person, the date on which it was paid, and the name of the officer or person by whom the sum was paid. Presented 11th February, 1908.—*Mr. Borden (Carleton)*. *Not printed.*
- 56b.** Supplementary return to No. 56a. Presented 13th July, 1908. *Not printed.*
- 57.** Correspondence and instructions with regard to the Lord's Day Act in its application to the Yukon Territory. Presented 18th December, 1907, by Hon. A. B. Aylesworth.
Not printed.

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- 58.** Minutes of Proceedings of the Colonial Conference held at the Colonial Office, Downing Street, London, from the 15th April to the 14th May, 1907. Presented 22nd May, 1908, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 59.** Report of the Royal Commission on the Grain Trade of Canada. Presented 8th January, 1908, by Hon. F. Oliver. *Printed for both distribution and sessional papers.*
- 60.** Return to an order of the House of Commons, dated 18th December, 1907, for a copy of the report of the Honourable Justice James Henry Madden, appointed by order in council, 15th May, 1907, to investigate and report upon the matter of arrears for rentals on certain leases at Dunnville, Welland Canal feeder. Presented 9th January, 1908.—*Mr. Lalor*. *Not printed.*
- 61.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, petitions, statements, papers, orders in council, and proclamations respecting the setting out of limits for prohibition of the sale of liquors along the line of the Grand Trunk Pacific under the Public Works Construction Act. Presented 9th January, 1908.—*Mr. Foster*. *Not printed.*
- 61a.** Supplementary return to No. 61. Presented 27th January, 1908. *Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

- 62.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, documents, papers, memoranda, and reports, relating to the retirement, resignation, or dismissal of Mr. Hodgins, C.E., from the service of the National Transcontinental Railway Commission, and the grounds or reasons therefor. Presented 9th January, 1908.—*Mr. Borden (Carleton)*.*Not printed.*
- 62a.** Return to an order of the House of Commons, dated 18th December, 1907, showing what changes, if any, have been made in the National Transcontinental Railway Commission's engineering staff during the current calendar year. Presented 9th January, 1908.—*Mr. Macdonell*.*Not printed.*
- 62b.** Return to an order of the House of Commons, dated 12th December, 1907, showing :
 1. The estimated quantities used by the Transcontinental Railway Commission for arriving at the moneyed values of the tenders for the construction of the 50 miles, more or less, from Moncton westerly; for the construction of 62 miles, more or less, from Grand Falls westerly; from the south side of the St. Lawrence river, easterly 150 miles; for the 45 miles more or less westerly from near La Tuque; and for the 150 miles easterly from near Abitibi, known as the Abitibi section. 2. The various prices which each tenderer placed opposite the several items in the schedule or form of tender. 3. The total amount so ascertained of each tender. Presented 9th January, 1908.—*Mr. Schell (Glengarry)*. See also 39b.*Not printed.*
- 63.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all orders in council, correspondence, reports, opinions of the Department of Justice, memoranda, papers and documents; also of all plans or route maps relating to the proposed new eastern entrance of the Grand Trunk Railway Company into the city of Toronto. Presented 9th January, 1908.—*Mr. Macdonell*.*Not printed.*
- 64.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all writs, forms and instructions issued and used in and for the purposes of the several elections for Dominion constituencies in the year 1907. Presented 9th January, 1908.—*Mr. Barker*.*Not printed.*
- 65.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of the order in council appointing Honourable J. A. Ouimet as judge of the Court of the King's Bench, as well as a copy of all correspondence, reports, medical certificates and order in council concerning his being pensioned. Presented 9th January, 1908.—*Mr. Lanctot (Laprairie-Napierville)*.*Not printed.*
- 66.** The Canada Year Book, 1906. Presented 10th January, 1908, by Hon. S. A. Fisher.
Printed separately.
- 67.** Report of the Commissioner, Dominion Police Force, for the year 1907. Presented 13th January, 1908, by Hon. A. B. Aylesworth.*Not printed.*
- 68.** Return to an order of the House of Commons, dated 11th December, 1907, showing:
 1. The number of officials of the government, civil or military, or officers of the active militia who perform services in any way connected with the manufacture of rifles for the government by the Ross Rifle Company. 2. Their names, ranks, and duties, and the amount of their individual salary or remuneration. 3. The total amount, (apart from contract cost of rifle), or expenditure by the government with the Ross Rifle Company, including any bonus, loans, inspections, cost of testing, commissions, or expenditure of any kind, with the individual amounts. Presented 16th January, 1908.—*Mr. Worthington*.*Not printed.*
- 68a.** Return to an order of the House of Commons, dated 11th December, 1907, showing reports of commissions, boards of inquiry, inspections, reports of industrial officers, to the government or any member thereof, including reports from the comptroller, commissioner, or any officer, or member of the Northwest Mounted Police, the Dominion Rifle Association, or any member thereof, or any rifle association or club, or any

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member thereof, or to the commandant, or any member of the Bisley team, regarding the efficiency of the Ross rifle, to date. Presented 9th April, 1908.—*Mr. Worthington.*

Not printed.

- 68b.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all correspondence between the government or any department thereof, and the Ross Rifle Company, or any representative thereof, or between the government and any bank or other institution which has made advances under the contract between the government and the said company, or any representative of such bank or institution, relating to the accounts and financial or other affairs of the Ross Rifle Company, including any letters or correspondence from any official of the Bank of Montreal to the Auditor General. Presented 9th April, 1908.—*Mr. Worthington.* *Not printed.*
- 68c.** Return to an address of the House of Commons, dated 18th March, 1908, for a copy of all correspondence, reports, communications and other papers and documents of every kind and description not already brought down, relative to the rifle known as the Ross rifle, or to the contract between the government and any person or corporation with respect to the said rifle, or to the value or efficiency thereof, or to any alleged defects therein; also a copy of all letters, telegrams, despatches, reports, and other communications of every kind from the British government or any member or official thereof, or from the War Office, or Secretary of State for War, or any officer or official or person employed by or in the service of the British government, to the Governor General of Canada, or to the government of Canada, or to the Minister of Militia, or to any officer or official or person in the public service of Canada, relative to the said rifle, or to the value or efficiency of the said rifle or any defects therein, or any matter or thing connected therewith. Presented 9th April, 1908.—*Mr. Worthington.*
- Not printed*
- 68d.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all contracts between the Ross Rifle Company and the government, or the Department of Militia, for the supply of rifles, ammunition and other articles, and all orders in council, correspondence, reports, documents and papers, relating to such contracts, and the subject-matter thereof, and to the operations of the company, and to its dealings with the government, or any of the departments, including the Department of Customs, and the Bank of Montreal, or any banking institutions. Presented 9th April, 1908.—*Mr. Worthington.* *Not printed.*
- 69.** Return of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1906, to the 1st October, 1907. Presented 13th January, 1908, by Hon. F. Oliver.
- Not printed.*
- 70.** Report of the Ottawa Improvement Commission for the nine months ended the 31st March, 1907. Presented 13th January, 1908, by Hon. W. S. Fielding.
- Printed for sessional papers.*
- 71.** Return to an order of the House of Commons, dated 11th December, 1907, showing :
 1. How much money has been expended to date on the Royal Mint, for construction and equipment, respectively. 2. The sums required to complete on both accounts. 3. The officers and employees, and at what yearly salaries, are required to man the institution. 4. The face value of copper and silver and gold coinage obtained by the government per year for the last ten years, and what it has cost the government therefor. 5. The total profit on coinage in the ten years. 6. The amount of coinage it is in contemplation to issue in 1908, and in what denominations. 7. Who is to make the purchases and fix the price of bullion necessary for the use of the Mint. 8. Upon what system the officers and employees of the Mint are appointed, promoted and dismissed. Presented 13th January, 1908.—*Mr. Foster.* *Not printed.*

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- 72.** Supplementary return to an address of the House of Commons, dated 10th December, 1906, for a copy of all orders in council, correspondence, and all other papers, relating to the Standard Chemical Company (Limited), or Pevelan & Co., in its dealings with the Customs and Inland Revenue Departments from the date of the incorporation of the said company to the present date. Presented 16th January, 1908.—*Mr. Robitaille.*
Not printed.
- 73.** Return to an order of the House of Commons, dated 11th December, 1907 showing:
1. All promotions that have been made to the rank of colonel in the active militia during the past year, with names. 2. The nature of service, merit or seniority justifying such promotions. 3. The record of war services of such officers. 4. Previous to the gazetting of such promotion the positions held by such officers on the seniority list of the colonels. 5. The number of lieut.-colonels who were outranked or superseded by such promotions, with their names and services. Presented 17th January, 1908.—*Mr. Worthington.**Not printed.*
- 74.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all orders in council, correspondence, documents and papers relating to Chinese seeking admission to the public schools of British Columbia as students, and relating to the remission of head-tax on such persons Presented 20th January 1908.—*Mr. Borden (Carleton).**Not printed.*
- 74a.** Report of W. L. Mackenzie King, commissioner to inquire into the methods by which oriental labourers (Japanese) have been induced to come to Canada. Presented 20th January, 1908, by Hon. R. Lemieux.*Not printed.*
- 74b.** Return to an address of the House of Commons, dated 12th December, 1907, for a copy of all correspondence between the Government of Canada and the Imperial authorities, and a copy of all correspondence between the Government of Canada, and any person or persons, and of all reports communicated to the Government in respect to the Anglo-Japanese convention regarding Canada. Presented 21st January, 1908.—*Mr. Borden (Carleton).**Printed for sessional papers.*
- 74c.** Supplementary return to No. 74b. Presented 21st January.
Printed for sessional papers.
- 74d.** Supplementary return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, documents and papers, during the past ten years, relating to the immigration of Chinese and Japanese into Canada. Presented 24th February, 1908.—*Mr. Borden (Carleton).**Not printed.*
- 74c.** Return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, documents and papers, during the present year, relating to the immigration of Japanese into Canada. Presented 9th March, 1908.—*Mr. Borden (Carleton).**Not printed.*
- 74f.** Report of W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, commissioner appointed to investigate into the losses sustained by the Chinese population of Vancouver, in the province of British Columbia, on the occasion of the riot in that city in September, 1907. Presented 30th June, 1908, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.
- 74g.** Report by W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, commissioner appointed to enquire into the losses and damages sustained by the Japanese population in the city of Vancouver, in the province of British Columbia, on the occasion of riots in that city in September, 1907. Presented 30th June, 1908, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.
- 74h.** Report of W. L. Mackenzie King, C.M.G., commissioner appointed to enquire into methods by which Oriental labourers (Hindoo and Chinese) have been induced to come to Canada. Presented 13th July, 1908, by Hon. R. Lemieux.*Not printed.*

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75. Return to address of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, instructions or communications sent by the Government of Canada, through the Secretary of State or otherwise, to Sir Henri Joly de Lotbinière, as Lieutenant Governor of British Columbia, during the years 1905 and 1906, respectively. Presented 21st January, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*
76. Copy of an order in council regarding sale of a portion of Major's Hill Park, Ottawa, to the Grand Trunk Railway Company as a site for a hotel. Presented 21st January, 1908, by Hon. W. Pugsley... ..*Not printed.*
77. Return to an order of the House of Commons, dated 16th December, 1907, for a copy of any declarations or affidavits made by Robert Cruickshank, or other persons in the Regina Lands district, or any other complaints in regard to alleged improper or unauthorized charges by individuals, whether in the service of the Government or not, for locating settlers on homesteads, or obtaining for them entries for homesteads, by cancellation or otherwise, together with all correspondence, reports, or other papers on the subject; also all communications, reports, correspondence, or other papers between the Department of the Interior and any of its officials and any person or persons in regard to homestead entries, cancellations, protections, inspectors' reports, &c., for the s.w. $\frac{1}{4}$ sec. 16 and the n.w. $\frac{1}{4}$ sec. 20 and the n.w. and s.w. $\frac{1}{4}$ sec 36, all in tp 14, r. 9, w. 2nd M. Presented 23rd January, 1908.—*Mr. Lake*.... ..*Not printed.*
78. Return to an order of the House of Commons, dated 11th December, 1907, showing how many applications were refused for permission, as granted by order in council passed on 16th May, 1906, for saw-mill owners to cut timber. Presented 23rd January, 1908.—*Mr. Roche (Marquette)*... ..*Not printed.*
79. Return to an order of the House of Commons, dated 11th February, 1907, showing the total expenditure each constituency, as defined prior to last Redistribution Act, the the years 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, and 1906, for: (a) Harbours and rivers, including dredging, wharfs, docks, breakwaters, piers, or other improvements and repairs. (b) For public buildings and lands, including repairs, extensions, &c. (c) Maintenance and caretakers, including fuel, lights, &c. (d) Expenditure in connection with Intercolonial Railway, including purchase of lands, erection of buildings, repairs, &c., and improvements, and the place where spent. Presented 29th January, 1908.—*Mr. Sproule*... ..*Not printed.*
80. Return to an order of the House of Commons, dated 11th December, 1907, showing a summary of stock, implements, chattels, grain, hay, roots and all other kinds of fodder, with their value, for the years ending 1st December, 1906 and 1907; also the amount paid for all kinds of live stock, their kind and number, the amount paid for all kinds of feed, giving the kind, the amount of all kinds of product sold, and their kind; the amount paid for all kinds of grain and seed for distribution for the same years, on the Central Experimental Farm, Ottawa. Presented 23rd January, 1908.—*Mr. Jackson (Elgin)*... ..*Not printed.*
81. Return to an order of the House of Commons, dated 11th December, 1907, showing the number of immigrants secured and located by Mr. N. B. Miller, of the town of Napanee, in the county of Lennox and Addington, the names of such immigrant, his age, the names of the respective parties with whom they were located, also the township in which such party resides; also the amount of money received by the said N. B. Miller from the government for his services in salary, commission, or both; also the amount of moneys received by the said N. B. Miller, respectively, from residents in the said county of Lennox and Addington for his services in securing the aforesaid immigrants. Presented 23rd January, 1908.—*Mr. Wilson (Lennox and Addington)*... ..*Not printed.*
- 81a. Return to an order of the House of Commons, dated 11th December, 1907, showing the number of immigrants secured and located by Mr. M. C. Dunne, of Yarker, in the county of Lennox and Addington, the names of each such immigrant, his age, the names

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- of the respective parties with whom they are located, also the township in which such party resides; also the amount of money received by the said M. C. Dunne from the government for his services in salary, commission, or both; also the amount of moneys received by the said M. C. Dunne, respectively, from residents in the said county of Lennox and Addington for his services in securing the aforesaid immigrants. Presented 23rd January, 1908.—*Mr. Wilson (Lennox and Addington)*.*Not printed.*
- 81b.** Return to an order of the House of Commons, dated 13th January, 1908, showing list of the names of immigration agents appointed by the government in each county of the province of Ontario, the county in which each such agent is employed, the number of immigrants placed by each such agent, and the amounts paid to each such agent for his services and expenses. Presented 30th January, 1908.—*Mr. Clements*.*Not printed.*
- 81c.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all reports received by the government from each of the special immigration agents sent to Great Britain and the continent of Europe, for the fiscal year ending 31st March, 1907. Presented 30th January, 1908.—*Mr. Wilson (Lennox and Addington)*.
Not printed.
- 81d.** Return to an order of the House of Commons, dated 16th December, 1907, showing the number of immigrants who reached and settled in Canada during the fiscal years of 1905-6 and 1906-7, and from what countries they came. Presented 11th February, 1908.—*Mr. Paquet*.*Not printed.*
- 81e.** Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all correspondence between the Department of the Interior and James S. Waugh, immigration distribution agent, subsequent to 1st December, 1907. Presented 11th February, 1908.—*Mr. Gordon*.*Not printed.*
- 81f.** Return to an order of the House of Commons, dated 3rd February, 1908, showing what special immigration agents the Government of Canada has in the British Islands; their respective names, and from what parts of Canada they come; the arrangements made by the Government with the said agent or agents as to salary and expenses; the date of their respective appointments, and at what time they left this country to take up their work. Presented 11th February, 1908.—*Mr. Wilson (Lennox and Addington)*.
Not printed.
- 81g.** Return to an Address of the House of Commons, dated 29th January, 1908, for a copy of all orders in council now in force with respect to immigration from every country from which immigrants come to Canada; also a copy of all circulars in force at the present time with reference to immigration. Presented 13th February, 1908.—*Mr. Wilson (Lennox and Addington)*.*Not printed.*
- 81h.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all certificates by farmers resident in the riding of West Kent, and returned to the department by emigration agents for the said riding, and on certificates such agents were paid for placing emigrants with each farmer, giving the names of each emigrant and of each farmer such were placed with, giving the total amount received by each agent up to the present time Presented 3rd March, 1908.—*Mr. Clements*.*Not printed.*
- 81i.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all certificates by A. G. McDonald, immigration agent for Prince Edward County, Ontario, claiming payment for immigrants by him alleged to have been placed with farmers or other employers; also, a copy of all certificates or communications by such farmers or other employers received by the Department of the Interior relating to immigrants so claimed as placed by said A. G. McDonald, giving in each case the name and post office address of the immigrant and of the farmer or the employer. Presented 13th April, 1908.—*Mr. Alcorn*.*Not printed.*

CONTENTS OF VOLUME 18—Continued.

- 81j. Return to an order of the House of Commons, dated 23rd March, 1908, showing the expenditure of the Government for food, clothing and other maintenance for immigrants after landing in Canada for the years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, to 1st March. Presented 30th April, 1908.—*Mr. Schaffner*.*Not printed.*
- 81k. Report of E. Blake Robertson, assistant superintendent of immigration, respecting Joseph Bernstein, Halifax. Presented 27th May, 1908, by Hon. F. Oliver...*Not printed.*
82. Return to an order of the House of Commons, dated 18th December, 1907, showing the total amount paid by this Government each year, during the past five years, towards mail subsidies to steamships; the names of the countries served, the names of steamers and contractors, and the steamship subventions. Presented 28th January, 1908.—*Mr. Armstrong*.*Printed for sessional papers.*
83. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of the lease, conditions, &c., passed between the Government of Canada and a company for the use of the Beauharnois Canal. Presented 24th January, 1908.—*Mr. Bergeron*.
Not printed.
84. Copies of a letter and telegrams between the Lieutenant Governor of British Columbia and the Honourable the Secretary of State for Canada, on the subject of the disallowance of a Bill of the Legislature of British Columbia, intituled: "An Act to regulate immigration into British Columbia." Presented 24th January, 1908, by Sir Wilfrid Laurier.*Not printed.*
85. Return to an order of the House of Commons, dated 8th January, 1908, for a copy of all correspondence between the Department of Justice, or any department of the Government, and Mr. Frederick Fraser Forbes, now a district judge in the province of Saskatchewan, or any other person or persons, in reference to the personal or professional status or character of Mr. Forbes, or his appointment as a judge as above-mentioned, and of all writings and documents of any kind in reference to the foregoing matter. Presented 28th January, 1908.—*Mr. Taylor*.*Not printed.*
86. Return to an order of the House of Commons, dated 15th January, 1908, showing the number of applications made to the Board of Railway Commissioners for the privilege of crossing railway tracks with telephone and telegraph wires and with water mains each, over the said period from 1st February, 1904, to the 1st January, 1908; the total number of applications granted over said period; the total number of applications refused; the date of each application; the date each application was granted; the length of time from the application to the granting of same; and what time should elapse before the board should give its decision. Presented 27th January, 1908.—*Mr. Barr*.
Not printed.
87. Return to an order of the House of Commons, dated 16th December, 1907, showing, in respect of all grants of right to divert water and construct ditches made under the provisions of the Yukon Placer Mining Act, 1906, the number of the claim, name and address of the grantee, date of issue, length of term, source of water, quantity that may be diverted, estimated expenditure within one year, time limit for construction, sum paid for the privilege and the name and address of present holder, if rights have been transferred. Presented 30th January, 1908.—*Mr. Boyce*.*Not printed.*
88. Return to an order of the House of Commons, dated 11th December, 1907, showing the timber lands sold or leased by the Department of the Interior subsequent to the date of those included in Sessional Paper, No. 167a, brought down to the House on the 9th of April, 1907; the description and area of such lands, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name of the person or company to whom each lot was sold or leased, and the name and address of each person or company to whom any of such leases have been transferred. Presented 30th January, 1908.—*Mr. Ames*.
Not printed.

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- 88a.** Return to an order of the House of Commons, dated 11th December, 1907, showing, in respect of timber berth number 1279, all applications, correspondence, reports, advertisements, tenders, leases, transfers, or memoranda of any description. Presented 3rd February, 1908.—*Mr. Ames*.....*Not printed.*
- 88b.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1031, 1118, 1097 and 1098, all bonuses, rentals, or dues, paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 18th February, 1908.—*Mr. White*.....*Not printed.*
- 88c.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1050, 1265, 1267, 1274 and 1275, all bonuses, rentals or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 18th February, 1908.—*Mr. Boyce*.....*Not printed.*
- 88d.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1050, 1265, 1267, 1274 and 1275, and that the names be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Boyce*.....*Not printed.*
- 88e.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1031, 1118, 1119, 1097 and 1098, and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. White*.....*Not printed.*
- 88f.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1048, 1049, 1122 and 1168, and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Boyce*.....*Not printed.*
- 88g.** Return to an order of the House of Commons, dated 10th February, 1908, that there be laid on the Table for inspection the original applications and tenders in respect of timber berths numbers 1220, 1226, 1238 and 1272, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Lake*.....*Not printed.*
- 88h.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1048, 1049, 1122 and 1168, all bonuses, rentals, or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers and memoranda of any description in connection therewith. Presented 9th March, 1908.—*Mr. Boyce*.....*Not printed.*
- 88i.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of all timber berths at present under license or authorized to be licensed within the provinces of Manitoba, Saskatchewan, Alberta and the Northwest Territories, (a) number or designation of each berth; (b) number of license for 1907-8; (c) area of berth in square miles; (d) name and address of present license holder; (e) name and address of original applicant, with date of his application; (f) date of issue from Ottawa of advertisement; (g) date fixed therein for opening of tenders; (h) name and address of

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- successful tenderer; (i) amount of bonus paid; (j) date when definite selection of blocks was completed and the returns of the survey filed with the Department of the Interior at Ottawa; (k) amount of dues collected during the year ending the 30th of April, 1907, in respect of each berth for ground rent, stumpage royalty, and the cost of fire guarding, &c.; also the amount, if any, unpaid and overdue at the termination of said year; (l) whether license was issued according to order in council of April 14th, 1903, or of July 23rd, 1906; (m) in case of berths upon which during the year 1906-7 no timber was cut, whether notification has been served on license holder to operate a saw-mill, and the date of such notice. Presented 11th March, 1908.—*Mr. McCarthy (Calgary)*
Not printed.
- 88j.** Return to an order of the House of Commons, dated 11th December, 1907, bringing the information as contained in Sessional Paper No. 167*b*, brought down April 26th, 1907, up to date. Presented 13th March, 1908.—*Mr. Ames**Not printed.*
- 88k.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all letters, correspondence, applications, advertisements, reports, memoranda, valuations, estimates, tenders, transfers, or other writings or papers in respect of or in connection with timber berths numbers 1413, 1414 and 1415. Presented 16th March, 1908.—*Mr. Lennox**Not printed.*
- 88l.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all applications to homestead or purchase, reports, agreements of lease or sale, correspondence exchanged between the Department of the Interior and any person whatsoever, and papers of every description dealing with or treating of the sale or lease of surface, mining, timber, or any other rights in respect of the n.w. $\frac{1}{4}$ of section 8, township 53, range 4, west of the 5th M. Presented 19th March, 1908.—*Mr. Ames*.
Not printed.
- 88m.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1220 to 1226, 1238 and 1272, all bonuses, rentals or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 24th March, 1908.—*Mr. Lake**Not printed.*
- 88n.** Return to an order of the House of Commons, dated 9th March, 1908, for a copy of applications, recommendations of applications, and replies thereto, instructions, regarding advertising, and a copy of all tenders and replies thereo, for timber berths numbers 652, 657, 677, 679, 681, 683, 684, 721, 722, 730 and 743. Presented 30th March, 1908.—*Mr. McCraney**Not printed.*
- 88o.** Return to an order of the House of Commons, dated 2nd March, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths 1046, 1047, 1052, 1058, 1068, 1070, 1093, 1094, 1099, 1191, 1192 and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 13th April, 1908.—*Mr. Ames**Not printed.*
- 88p.** Return to an Address of the House of Commons, dated 26th February, 1908, for a copy of all orders in council, letters, telegrams, reports, recommendations, tenders or communications of any kind in relation to the granting of sixteen townships and certain timber limits in the Peace River region, as referred to in a motion of the 15th January, ult., reference 102, not already brought down. Presented 13th April, 1908.—*Mr. Hughes (Victoria and Haliburton)**Not printed.*

CONTENTS OF VOLUME 18—Continued.

- 88g.** Return to an order of the House of Commons, dated 26th February, 1908, showing the total sum (money or scrip) that the Government has received on account of the lands, mines, minerals, timber &c., in the various Dominion lands offices in the provinces of Manitoba, Saskatchewan and Alberta, distinguishing between each province, during the following periods: from 1st July, 1896, to 30th June, 1905, and from 1st July, 1905, to 31st December, 1907. Presented 21st April, 1908.—*Mr. Lake*. *Not printed.*
- 88r.** Return to an order of the House of Commons, dated 19th February, 1908, showing all sales of Dominion lands other than coal lands, of 160 acres and upwards, in the provinces of Manitoba, Saskatchewan and Alberta, which have been made by the Government during the calendar year 1907; the prices obtained; names of purchasers; dates of sales; and in general terms, the grounds upon which sales were authorized. Presented 21st April, 1908.—*Mr. Lake*. *Not printed.*
- 88s.** Return to an order of the House of Commons dated 17th February, 1908, showing: 1. How many applications for timber licenses were received by the Government of Mr. Mackenzie, what area in square miles they covered, how many licenses were issued, what area they covered, and under how many of those licenses operations were actually carried on, and what area these included. 2. How many applications for timber licenses were received by the Government from November 1st, 1878, to July 1st, 1896, and what area in square miles they covered, how many licenses were issued, and what area they covered, under how many of these licenses operations were actually carried on, and what area they covered. 3. How many permits to cut lumber were given to applicants as above in leases where licenses had not issued during each of these periods. Presented 21st April, 1908.—*Mr. Foster*. *Not printed.*
- 88t.** Return to an order of the House of Commons, dated 26th February, 1908, showing a list of timber berths awarded between 1st June, 1904, and 15th July, 1906, with the number of tenders in each case, the amount of each tender, the name of the successful tenderer, the area of each berth, the dates of notice and opening of the tenders in each case. Presented 22nd April, 1908.—*Mr. Crawford*. *Not printed.*
- 88u.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands were granted to sundry persons through the agency of P. E. Lessard, of Edmonton, together with copies of all letters, papers and documents relating to the application, sale, lease or cancellation of the same. All from the general file for the group of claims, and not the special file for each section. Presented 7th May, 1908.—*Mr. Ames*. *Not printed.*
- 88v.** Return to an order of the House of Commons, dated 23rd March, 1908, showing what coal areas are held by F. E. Keniston, of Minneapolis; said return to include a copy of all letters, documents and correspondence relating to the application, sale, lease or cancellation of the same, from the general file for each group of claims, and not the special file of each section. Presented 7th May, 1908.—*Mr. Ames*. *Not printed.*
- 88w.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands are now or have been at any time owned, controlled, leased or operated in townships 53 and 54, range 7, west of the 5th meridian, by the Alberta Development Company (Limited), together with a copy of all applications, correspondence, deeds of sale and other documents in connection therewith. Presented 12th May, 1908.—*Mr. Ames*. *Not printed.*
- 88x.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands in townships 9 and 10, ranges 21, 22 and 23, west of the 4th meridian, were granted through the agency of J. W. Bettes (or his firm), of Winnipeg, Manitoba, together with a copy of all letters, documents and papers relating to the application, sale, lease or cancellation of the same. All from the general file for the group of claims, and not the special file for each section. Presented 18th May, 1908.—*Mr. Ames*. *Not printed.*

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- 88y.** Return to an order of the House of Commons, dated 2nd March, 1908, for the production of all original tenders filed in the Department of the Interior in respect of timber limits numbers 645, 646, 675, 703, 705 and 733 to 737, and that the same be laid upon the table of the House, said papers not to be part of the archives of this House, but to be returned by the clerk to the Department of the Interior after inspection. Presented 20th May, 1908.—*Mr. McCraney*.*Not printed.*
- 88z.** Return to an order of the House of Commons, dated 23rd March, 1908, showing what coal areas were obtained through the agency of Malcolm McKenzie on behalf of clients; and a copy of all letters, documents and correspondence relating to the application, sale, lease or cancellation of the same; also the same information in regard to J. H. Moss, of Toronto. All from the general file for each group of claims, and not the special file for each section. Presented 27th May, 1908.—*Mr. Ames*.*Not printed.*
- 88aa.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all applications, leases, assignments, correspondence, and papers, of every description in connection with or referring to the granting or sale of the mining rights in sections 17, 20, 21, 28, 29, 32 and 33, of township 8, range 4, west of the 5th meridian. Presented 27th May, 1908.—*Mr. Perley*.*Not printed.*
- 88bb.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands in townships 41 and 42, ranges 17 and 18, west of the 5th meridian, were granted through the agency of McGiverin & Hayden, Ottawa, together with a copy of all letters, documents and papers relating to the application, sale, lease or cancellation of same. All from the general file for the group of claims, and not the special file for each section. Presented 27th May, 1908.—*Mr. Ames*.*Not printed.*
- 89.** Return to an Address of the House of Commons, dated 20th January, 1908, for a copy of all papers and correspondence between the government of Canada and the government of the province of British Columbia, relating to the application of the Grand Trunk Pacific Railway Company to acquire a portion of the Metlakatla Indian Reserve, British Columbia, and to the general question of the claim of said province to the Indian reserves therein, since the date of said application. Presented 30th January, 1908.—*Mr. Ross (Yale-Cariboo)*.*Not printed.*
- 90.** Return to an order of the House of Commons, dated 15th January, 1908, for a copy of all correspondence, reports, locations, records of payments made on, payments returned, homestead entries, cancellations thereof; of any order, direction or other authority given to any homesteader or person who had entered for homestead to re-enter after cancellation of entry or default thereunder; any evidence of sale by Peter Luensen to Frederick Heintz, and any correspondence, affidavits, memoranda, or other documents by the department, or any of its officers, with W. L. MacKenzie, Peter Luenson, Frederick Heintz, Alexander K. Thom, Wm. R. Gardner, Thomas J. Oliver, or any other person in regard to the n.e. $\frac{1}{4}$ sec. 32, township 36, r. 16, west of 2nd m., Saskatchewan. Presented 30th January, 1908.—*Mr. Porter*.*Not printed.*
- 90a.** Supplementary return to No. 90. Presented 1st April, 1908.*Not printed.*
- 90b.** Return to order of the House of Commons, dated 6th April, 1908, showing: 1. Any Government lands near New Westminster, British Columbia, sold to one J. W. Patterson, and, if sold, by what department of the Government. 2. Whether they were Indian or military reserve lands, or either of them. 3. The prices Mr. Patterson paid for said lands, if any were sold to him. 4. The date of such sale or sales. Presented 27th April, 1908.—*Mr. Reid (Grenville)*.*Not printed.*
- 90c.** Return to an order of the House of Commons, dated 16th March, 1908, showing all lands acquired from the Government by the Grand Trunk Pacific Town and Development

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Company, together with the area, location, purchase price of each tract, and a copy of all correspondence between the Government and the company or any individuals interested therein or connected therewith, as to the general terms and conditions under which the Government land should be granted to the said company. Presented 27th April, 1908.—*Mr. Ames*... ..*Not printed.*

90d. Return to an order of the House of Commons, dated 30th March, 1908, showing all the lands granted to the Saskatchewan Valley Land Company under their contract of May, 1902, specifying those which are patented as well as those unpatented, to date. Presented 30th April, 1908.—*Mr. Roche (Marquette)*... ..*Not printed.*

90e. Return to an order of the House of Commons, dated 26th February, 1908, showing the approximate total area of Dominion lands disposed of by the Government in each of the provinces of Manitoba, Alberta and Saskatchewan, between the 1st July, 1896, and the 30th June, 1905, distinguishing between lands for agricultural purposes, grazing, irrigation, timber and coal; and also from the 1st July, 1905, to the 31st December, 1907. Presented 7th May, 1908.—*Mr. Lake*... ..*Not printed.*

91. Return to an order of the House of Commons, dated 22nd January, 1908, showing the names and number of establishments being operated under the law and regulations of the "Meat and Food Inspection Act"; when they were individually put under the operation of the Act; and the names and number of inspectors for each establishment. presented 30th January, 1908.—*Mr. Hughes (Victoria and Haliburton)*...*Not printed.*

92. Return to an order of the House of Commons, dated 15th January, 1908, for a copy of all papers, correspondence, tenders and contracts, in connection with building piers at Port Maitland, Ontario. Presented 30th January, 1908.—*Mr. Lalor*... ..*Not printed.*

92a. Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, contracts, telegrams, reports, plans and specifications, together with all other information not already brought down, in possession of the Government, relating to the construction of piers or docks already constructed or under construction at the following places: Bayfield, Huron county, Ontario; Grand Bend, county of Huron, Ontario; St. Joseph, county of Huron, Ontario; together with a statement of all moneys expended, and to whom paid, and the date of payment, and nature of the work done or material used. Presented 7th May, 1908.—*Mr. Armstrong*...*Not printed.*

92b. Supplementary return to No. 92a. Presented 11th May, 1908... ..*Not printed.*

93. Return to an order of the House of Commons, dated 13th January, 1908, showing the total amount of bounties paid by the Government since 1896, and the amount for each year on each article. Presented 30th January, 1908.—*Mr. Clements*.

Printed for sessional papers.

94. Return to an address of the Senate, dated 19th February, 1907, for a statement showing the names, christian names, age, and country of origin of all the persons who, coming from the British Isles, from English colonies or from foreign lands, as strangers to Canada, have been placed, whether by order in council, by decision of the Militia Council, or otherwise, in any branch whatsoever of the military service of Canada, in the permanent force or in the volunteer force, together with the date of each of these appointments, the nature of the employment, the rank of the holder (before and after his appointment), and the yearly amount which he receives for his services. Presented 22nd January, 1908.—*Hon. Mr. Landry*... ..*Printed for sessional papers.*

95. Return of reductions and remissions made under Revised Statutes of Canada, chapter 81, section 88, ss. 2. Presented (Senate) 22nd January, 1908, by Hon. Mr. Scott.*Not printed.*

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96. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to any works at or near St. Andrews Rapids, in the province of Manitoba, and especially such documents as aforesaid in connection with any tender or contract by or on behalf of Charles Whitehead, or Kelly Brothers, or any subsequent tenderers or contractors. Presented 29th January, 1908.—*Mr. Borden (Carleton)* *Not printed.*
97. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all papers, correspondence, and evidence, in respect of the trial for criminal conspiracy against certain persons in the Yukon in connection with the Dominion elections of 1904. Presented 3rd February, 1908.—*Mr. Foster* *Not printed.*
98. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all correspondence between Major E. S. Wigle, of Windsor, Honourable R. F. Sutherland, A. H. Clarke, and the Minister of Inland Revenue, respecting the extension of the franchise of the Windsor, Detroit and Belle Isle Ferry Company. Presented 3rd February, 1908.—*Mr. Clements* *Not printed.*
99. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, telegrams, or reports, respecting the refusal of the lieutenant governor of British Columbia to give his assent to a bill passed by the legislature of that province in 1907, respecting immigration and commonly referred to as the Natal Act. Presented 3rd February, 1908.—*Mr. Smith (Nanaimo)* *Printed for sessional papers.*
100. Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all papers and correspondence between the government of Canada and any of its ministers with reference to the establishment of a fast line of steamship communication between Great Britain, Australia, New Zealand and Canadian ports. Presented 3rd February, 1908.—*Mr. Foster* *Not printed.*
101. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, enclosed clippings, agreements, statements, &c., between the government or any member thereof, and especially the Minister of Marine and Fisheries, the Minister of Railways, the Minister of Agriculture, the Minister of Militia, and Sir Wilfrid Laurier, and one F. E. Williams, of St. John, New Brunswick; one W. H. Trueman, of St. John, and any other person or persons whatsoever in relation to the establishment of a bait freezer and cold storage established in St. John, New Brunswick. Presented 5th February, 1908.—*Mr. Foster* *Not printed.*
102. Return to an order of the House of Commons, dated 11th December, 1907, showing the expenditure by the Dominion Government on (a) wharfs; (b) harbours and river improvements; (c) dredging; (d) public buildings; for each year since 1896, in the counties of Digby, Yarmouth, Shelburne, Queen's, Lunenburg and Pictou, Nova Scotia, specifying the works by name, with amounts expended thereon. Presented 6th February, 1908.—*Mr. Foster* *Not printed.*
103. Return to an order of the House of Commons, dated 20th January, 1908, for a copy of letters, telegrams, and reports, regarding complaints made by John Franklin and Stapleton Brothers, with respect to Indian Agent Yeomans. Presented 6th February, 1908.—*Mr. Foster* *Not printed.*
104. Return to an order of the House of Commons, dated 20th January, 1908, showing the amount paid each year for provisions for the Royal Military College, for the Halifax Garrison, and the Permanent Military School in Quebec, the average number of men provisioned each year of the above institutions, and cost per man per day. Presented 10th February, 1908.—*Mr. Foster* *Not printed.*

CONTENTS OF VOLUME 18—Continued.

- 105.** Return to an order of the House of Commons, dated 11th December, 1907, showing the number of fishing licenses issued by the Government for any of the lakes in the province of Saskatchewan, to whom issued, and on what lakes. Presented 10th February, 1908.—*Mr. Chisholm (East Huron)*. *Not printed.*
- 106.** Return to an order of the House of Commons, dated 15th January, 1908, showing what lands have been sold, leased, given as homesteads, transferred or set apart in any way by the Government to each: individuals, companies, syndicates, or other organizations in the Peace River Valley, or along or near tributaries thereof, in the Northwest of Canada; when each area was allotted; the terms between the Government and the various parties or organizations concerned; what prices per acre were realized from these transactions; with whom the Government conducted negotiations in each case; the regulations governing the securing of land in the Peace River Valley; and how far it is from Edmonton to Dunvegan. Presented 11th February, 1908.—*Mr. Hughes (Victoria and Haliburton)*. *Not printed.*
- 107.** Return to an address of the House of Commons, dated 22nd January, 1908, for a copy of all orders in council, reports, memoranda, correspondence, documents, plans, tenders and advertisements of every kind, nature and description, relating to the proposed acquisition under lease of certain car work shops with railway sidings at Moncton, New Brunswick. Presented 12th February, 1908.—*Mr. Barker*. *Not printed.*
- 108.** Return to an order of the House of Commons, dated 16th December, 1907, showing all coal lands leased, sold or otherwise disposed of from the 1st of March, 1907, to date, giving the area disposed of, the party to whom, the consideration therefor, the assignments made, if any, the date thereof, and the name of the assignee in each case. Presented 13th February, 1908.—*Mr. Ames*. *Not printed.*
- 108a.** Return to an order of the House of Commons, dated 26th February, 1908, showing, in respect of each of the undermentioned blocks disposed of as coal lands by the Government, viz.: Section 13, of township 9, range 4, west of the 5th m.; section 16, township 10, range 3, west of the 5th m., section 15, township 11, range 4, west of the 5th m.; section 20, township 12, range 4, west of the 5th m.; section 5, township 13, range 4, west of the 5th m., section 21, township 19, range 7, west of the 5th m.; when and by whom the first application was made for right to acquire; when and to whom the original grant of mining rights was made; what transfers of rights have been recorded, the date of transfer, and date of registration of same; who the present owner or occupant is, as known to the department; and the name and address of each company or person above referred to. Presented 16th March, 1908.—*Mr. Ames*. *Not printed.*
- 108b.** Return to an address of the House of Commons, dated 2nd March, 1908, for a copy of (a) an order in council of the 19th May, 1902, and the regulations therein referred to and approved for the disposal of coal lands, the property of the Dominion Government, in Manitoba, the Northwest Territories and British Columbia. (b) A copy of all orders in council altering, amending or cancelling any such regulations for the aforesaid purposes, and the said amended or other regulations. (c) A copy of all orders in council approving, amending or cancelling regulations as regards the Yukon for the purposes aforesaid, and the said regulations and amended regulations. Presented 24th March, 1908.—*Mr. Barker*. *Not printed.*
- 108c.** Return to an order of the House of Commons, dated 26th February, 1908, showing, in respect of each of the undermentioned blocks disposed of as coal lands by the Government, viz.: sections 2, 4, 9, 15, 17, and 28, of township 7, range 3, west of the 5th m., when and by whom the first application was made for right to acquire; when and to whom the original grant of mining rights was made; what transfers of rights have been recorded, when such transfers were dated, and when registered with the department; who the present owner or occupant is, as known to the department; and the name and address of each company or person above referred to. Presented 24th March, 1908.—*Mr. Ames*. *Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

- 108d.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all inquiries, applications, leases, contracts, agreements, assignments, correspondence and papers of every description, in connection with or referring to the granting of coal mining privileges in section 11, township 8, range 4, west of the 5th meridian. Presented 27th March, 1908.—*Mr. Ames*.*Not printed.*
- 108e.** Return to an order of the House of Commons, dated 16th March, 1908, showing:
1. What leases for coal lands in the Northwest Territories were granted by the Government in the years 1903 and 1904. 2. To whom, and on what dates the same were granted, and the amounts paid therefor. 3. Whether the person to whom the lease was granted was the original applicant. 4. Whether any assignment of such leases has been made, when, and to whom. 5. Who the present holders are of said leases. Presented 1st April, 1908.—*Mr. Boyce*.*Not printed.*
- 108f.** Supplementary return to 108e. Presented 6th April, 1908.*Not printed.*
- 108g.** Return to an order of the House of Commons, dated 16th December, 1907, for a copy of all applications, reports, correspondence, leases, contracts, deeds, sale and documents of every description in connection with the purchase of coal mining lands either on their own behalf or on behalf of clients, by the firm of Hough, Campbell & Ferguson, or by any individual member of said firm, together with a copy of the regulations governing the sale of such rights at the time of purchase. Presented 30th April, 1908.—*Mr. Herron*.*Not printed.*
- 108h.** Return to an order of the House of Commons, dated 19th February, 1908, setting forth in respect of the following coal lands: 1. The name and address of the first applicant and the date thereof. 2. The names and addresses of all subsequent applications, with date thereof, in the order of application. 3. The name and address of the party to whom the mining rights were granted, with date of sale or lease by the Government. 4. Price paid per acre, sale or lease. 5. Date and amount of first payment on account of purchase price. 6. Dates and amounts of each subsequent payment on account of purchase price. 7. Total amount paid as purchase price and balance, if any, still unpaid. 8. How long reservation was made by the department in favour of the grantee or his assigns. 9. The name and address of all parties to whom assignments were made, with date of each assignment, and date of its registration with the department. 10. The name and address of present owner of said mining rights. 11. A copy of all correspondence in reference to the same: Township 7, range 3, west of 5th m.; sections 1, 2, 3, 4, 5, 6, less the s.e. $\frac{1}{4}$; section 7, less e. $\frac{1}{2}$; section 8; section 9; section 10, less s.w. $\frac{1}{4}$; section 11, less s.e. $\frac{1}{4}$; section 14, less e. $\frac{1}{2}$; section 15; section 16, less n.e. $\frac{1}{4}$; section 17; section 20, less e. $\frac{1}{2}$ of n.e. $\frac{1}{4}$; section 21, less s. $\frac{1}{2}$ and n.w. $\frac{1}{4}$; section 22; section 28; section 27, less e. $\frac{1}{2}$; section 32, less e. $\frac{1}{2}$; section 33; section 34, less e. $\frac{1}{2}$. Township 7, range 2, west of 5th m.; section 18, 20 and 21 Township 6, range 3, west of 5th m.; sections 27 and 28; section 32, less w. $\frac{1}{2}$; sections 33 and 34. Presented 22nd April, 1908.—*Mr. Ames*.*Not printed.*
- 109.** Return to an order of the House of Commons, dated 22nd January, 1908, showing on what dates since June 30th, 1906, advances were made on account of travelling expenses to Honourable L. P. Brodeur, to Mr. Wiallard, his private secretary, and to Napoléon Potvin, his messenger, respectively, for what amounts, and to what accounts they were severally charged; also what refunds, if any, have been made on any of these several advances, and on what dates. Presented 14th February, 1908.—*Mr. Foster*.*Not printed.*
- 109a.** Return showing all advances to Ministers of the Crown and their private secretaries, on account of travelling or other expenses in connection with the Imperial Conference of 1907, the date of such advances, and the appropriation against which it was charged. Presented 2nd March, 1908.—*Mr. Foster*.*Not printed.*

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- 109b.** Return (as far as the Department of Inland Revenue is concerned), to an order of the House of Commons, dated 22nd January, 1908, showing the advances made each year since July 1, 1904, to December 31, 1907, on account of travelling expenses to Honourable L. P. Brodeur and his private secretary and messengers, the date and amount of each advance, and the appropriation to which it was charged, the dates at which each advance was finally accounted for, and the dates on which any repayments were made to the treasury, and the amount of such repayments, and all correspondence with the Auditor General's Department in connection therewith. Presented 2nd March, 1908.—*Mr. Foster*... ..*Not printed.*
- 110.** Return to an order of the House of Commons, dated 8th January, 1908, showing the total quantity of freight carried on the winter steamers between Prince Edward Island and the mainland during the past two seasons, 1905-6 and 1906-7; the amount of freight that was delayed in transit for those two seasons; the freight rate on the different classes of goods carried; the amount received for freight during those two seasons; the amount received for passengers and the number carried; the number of days the steamers failed to cross in each of those years; and the amount of damages paid to shippers for delay of goods in transit. Presented 14th February, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 110a.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all correspondence, telegrams, &c., in the possession of the Government or any member or official thereof, respecting the withdrawal of the winter steamers from Charlottetown on or about the 8th January, instant, and their replacement some days later. Presented 14th February, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 111.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, reports and papers, respecting the salary, expenses, duties and annual period of employment of W. Maxwell Smith, Dominion fruit inspector in British Columbia; also full details of his expenses during the years 1906 and 1907, respectively. 1908.—*Mr. Jackson (Elgin)*... ..*Printed for sessional papers.*
- 112.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of pedigree cattle, if any, did the Central Experimental Farm, Ottawa, sell during the years 1906 and 1907; and how many in each year, giving the different breeds, the name of purchaser, his place of residence, price paid, and breed. Presented 14th February, 1908.—*Mr. Jackson (Elgin)*... ..*Printed for sessional papers.*
- 113.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all papers, accounts and correspondence, in connection with the seizure of the M. J. Wilson Cordage Company, of the city of Chatham, Ontario, by the Dominion Government, in the year 1904. Presented 17th February, 1908.—*Mr. Clements*... ..*Not printed.*
- 114.** Return to an order of the Senate, dated 31st January, 1908, showing the appointments made to the Senate from confederation, with date of appointment and date when the appointees ceased to be senators. Presented 11th February, 1908.—*Hon. Mr. Wilson.*
Printed for distribution.
- 115.** Return to an address of the Senate, dated 29th January, 1908, showing the number of persons killed and of those otherwise injured, separately, at railway crossings during the last three years, giving the number in each year separately; giving also for each year the number of persons thus killed or otherwise injured in thickly populated places separately from those killed or otherwise injured in the rural districts, showing also the number of such accidents at protected crossings separately from unprotected crossings. Presented 11th February, 1908.—*Hon. Mr. Béique*... ..*Not printed.*
- 116.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all communications, reports, correspondence, or other papers, between the Depart-

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- ment of the Interior and any of its officials, and A. Samovici, H. Bolocan, and any other person or persons in regard to the n.w. $\frac{1}{4}$ section 20, township 22, range 13, west 2nd m., including applications for cancellation, protections, homesteads, inspectors' reports, &c. Presented 18th February, 1908.—*Mr. Lake* *Not printed.*
- 117.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence between the Departments of the Marine and Fisheries and Justice of Canada and the Attorney General of Nova Scotia, or any official acting under his authority, in connection with the suit in the Supreme Court of Nova Scotia of the King by Dr. Tait, of Cheticamp, in the county of Inverness, Nova Scotia, versus William Ancoin. Presented 18th February, 1908.—*Mr. McLennan* *Not printed.*
- 118.** Return to an order of the House of Commons, dated 18th December, 1907, for a copy of all contracts for food for men at the volunteer camps throughout Canada for the season of 1907; also for the regular troops at Halifax, Quebec and other places. Presented 18th February, 1908.—*Mr. Smith (Wentworth)* *Not printed.*
- 119.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence between the Railway Commission and the Department of Railways and Canals, or the Intercolonial Railway, and between the Railway Commission and the Canadian Pacific Railway, and the Grand Trunk Railway, and between the Railway Commission and the Fredericton Board of Trade, in reference to the alleged discrimination against the city of Fredericton in the matter of freight rates; and also for a copy of all other papers and documents on file with the Railway Commission in relation thereto. Presented 19th February, 1908.—*Mr. Crocket* *Not printed.*
- 120.** Return to an order of the House of Commons, dated 16th December, 1907, for a copy of all offers, reports, valuations, plans, deeds of purchase, correspondence and other papers of every description in connection with the purchase of site for the new Montreal examining warehouse, together with a statement of all expenditure and all indebtedness incurred to date in this connection. Presented 19th February, 1908.—*Mr. Ames*.
Not printed.
- 121.** Return to an order of the Senate, dated the 30th January, 1908, showing: 1. Title of each Bill by years sent by the Senate to the House of Commons, from 1867 to 1907, inclusive, that was (a) amended by the House of Commons, or (b) rejected. 2. Title of each Bill by years sent up by the House of Commons to the Senate, from 1867 to 1907, inclusive, that was (a) amended by the Senate, or (b) rejected. 3. The total number of Bills for each year as above to be tabulated in four periods, (a) 1867 to 1873, inclusive; (b) 1874 to 1878, inclusive; (c) 1879 to 1896, first session, inclusive; (d) 1896 to 1907, inclusive. Presented 19th February, 1908.—*Hon. Mr. Ross (Middlesex)* *Not printed.*
- 122.** Report of the commissioners appointed to inquire into a dispute between the Bell Telephone Company of Canada (Limited) and the operators of the said company at Toronto, with respect to wages and hours of employment, etc. Also copy of evidence taken under Royal Commission in the dispute between the Bell Telephone Company of Canada and its operators, in February, 1907. Presented 24th February, and 11th March, 1908, by Hon. R. Lemieux *Not printed.*
- 123.** Return to an order of the House of Commons, dated 17th February, 1908, for a copy of the contract and all correspondence relating to a payment of \$3,900 to the Midland Towing and Wrecking Company, as set out at page P-32 of the Auditor General's Report for 1906-7, and of the advertisement calling for tenders. Presented 10th March, 1908.—*Mr. Bennett* *Not printed.*
- 124.** Return to an order of the House of Commons, dated 18th December, 1907, showing what sums have been expended or voted for the dredging of the Rivière à la Graisse, at Rigaud; to whom the contracts were given; and what sums have been voted or paid out for dredging Dorion Bay, Vaudreuil station. Presented 24th February, 1908.—*Mr. Bergeron* *Not printed.*

CONTENTS OF VOLUME 18—Continued.

- 124a.** Return to an order of the House of Commons, dated 18th December, 1907, showing what sums have been voted or expended for the dredging of the river bottom between Charlemagne and Terrebonne; since when the dredging has been going on there; what sums have been voted or expended for wharfs at Terrebonne and at St. François de Sales; and who obtained the contracts. Presented 24th February, 1908.—*Mr. Bergeron.*
Not printed.
- 124b.** Return to an order of the House of Commons, dated 11th December, 1907, showing:
1. What harbours or rivers in the province of Ontario were tenders invited for dredging work by the Department of Public Works during the present year. 2. The names of the successful tenderers at each of the said places for which dredging tenders were invited in Ontario in 1907, and the prices asked by each party respectively. 3. Amounts of the tenders respectively of the different persons tendering at each of the foregoing points. 4. Also at what points new tenders were invited, and when the first tenders were accepted. Presented 9th June, 1908.—*Mr. Bennett.**Not printed.*
- 124c.** Return to an order of the House of Commons, dated 6th of April, 1908, for a copy of all the correspondence exchanged between the Government and Messrs. T. B. Mongenais, Hugh McMillan and others, relating to dredging work done in the River Rigaud, formerly the River Graisse, up to the year 1890. A copy of the reports and correspondence relating to the construction or purchase of the Graham wharf. A copy of the report and correspondence relating to the dredging done at Como up to 1900. A copy of the reports and correspondence relating to the dredging done at Vaudreuil Village, and also those relating to the construction and repair of the wharf situated in that village since 1867. And also a copy of the report and correspondence relating to the deepening of the River St. Louis at Beauharnois. Presented 30th June, 1908.—*Mr. Boyer.**Not printed.*
- 125.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, telegrams, engineer's reports, &c., in the hands of the Government or any member or official thereof, respecting proposed repairs to the wharf at Little Sands, in Prince Edward Island. Presented 25th February, 1908.—*Mr. Martin (Queen's).*
Not printed.
- 126.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of the report made by John Fraser, of the Auditor General's Department, on the 7th January, 1898, of a special examination held by him of the financial affairs of the Montreal Turnpike Trust. Presented 10th March, 1908.—*Mr. Monk.**Not printed.*
- 126a.** Return to an order of the House of Commons, dated 22nd January, 1908, showing:
1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust (a) on capital account, (b) for arrears of interest. 2. The amounts collected at each toll gate belonging to the said Turnpike Trust during the three years ending 31st December, 1905, 1906, 1907, respectively. 3. The names of all parties who have commuted their tolls during each of the above-mentioned years, 1905, 1906, 1907, and the amount of the commutation money paid to the Trust in each case. 4. The amounts expended on each section or road division, under the control of the said Trust, during each of the said years, ending 31st December, 1905, 1906, and 1907, respectively, and the contracts given out during each of the said years, with the name of the contractor and the date and amount involved in each case; and a statement in each case also as to whether the contract was awarded after tender called through the newspapers. 5. The amount paid out during each of the said three years, 1905, 1906, 1907, at each toll gate for salaries of day and night guardians, and any other expenditure at each of the toll gates maintained. 6. The names of all parties holding passes for free use of the roads under control of said Trust, during each of the said three years above referred to, 1905, 1906, 1907, with a statement in each case of the reason why the pass was so granted. 7. The expense of the said Trust during each of the said years, for rent, salaries of the

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- office, inside or outside service, giving name and remuneration of each official. 8. The actual present indebtedness in detail of the said Trust outside of its bonds due to the Government of Canada. 9. The amounts collected, by said Trust, year by year, since the 1st February, 1905, from municipalities under special agreements made as to their share pro rata of the bonded indebtedness of the Turnpike Trust. 10. The names of all those members of the Trust appointed or elected to represent the bondholders since the 1st July, 1896, with the date of the election in each case. 11. The amounts paid by the Trust to any of its members or officials during each of the said three years, 1905, 1906, 1907, whether as travelling or personal expenses, or indemnity for attendance or for any other reason whatever. 12. The name of the auditor of the Trust, and the date of the audit made of the company's affairs, in each of the said three years, 1905, 1906, 1907, respectively. 13. A copy of the agreements between the Trust and any municipalities on the Island of Montreal, by which the Trust ceded to said municipalities any portion of its roads, said copy to be certified by the president and secretary of said Trust. Presented 20th March, 1908.—*Mr. Monk*... ..*Not printed.*
- 127.** Return to an address of the Senate, dated 24th January, 1908, for a copy of the different tariffs in force upon the Intercolonial Railway, in 1896-7 and 1906-7, between Quebec and St. Flavie, and all intermediate stations between those two points, for the carriage of passengers or of goods, under the operation of the winter-tariff and under that of the summer-tariff. Presented 24th February, 1908.—*Hon. Mr. Landry*... ..*Not printed.*
- 128.** Statement of the affairs of the British Canadian Loan and Investment Company, Limited, for the year ended the 31st of December, 1907. Presented 24th February, 1908, by the Hon. The Speaker... ..*Not printed.*
- 129.** Return to an order of the House of Commons, dated 19th February, 1908, showing how much money has been paid since 1896 to the Eclipse Manufacturing Company of Ottawa; how much each year; and the general character of the supplies furnished. Presented 27th February, 1908.—*Mr. Blain*... ..*Not printed.*
- 130.** Return to an order of the House of Commons, dated 10th February, 1908, for a copy of all correspondence between Mr. A. E. Dymont, M.P., and the Department of Marine and Fisheries as to granting of pound net licenses in 1905 to Messrs. Low & Roque, of Killarney, as also to any other persons; also a list of persons to whom pound net licenses were granted in that year. Presented 27th February, 1908.—*Mr. Bennett*... ..*Not printed.*
- 131.** Return to an order of the House of Commons, dated 12th December, 1907, showing: 1. The number of disputes dealt with under the Industrial Disputes Investigation Act, 1907, to the 1st of December, 1907. 2. The dates at which the several applications for the operation of the Act have been received. 3. Names of the parties concerned in the several disputes. 4. Name of the party making application. 5. Locality of dispute. 6. Number of persons affected. 7. Nature of dispute. 8. Names of members of board of conciliation and investigation where same has been established. 9. Date on which board was established. 10. Date of sittings of board. 11. Result of the reference of the dispute under Act. Presented 27th February, 1908.—*Mr. Smith (Nanaimo)*... ..*Not printed.*
- 132.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of correspondence, plans, and other data in connection with the flooding of roads above the dam at Wilberforce, in Haliburton County, and the proposals, if any, for improving said roads and the bridge so as to prevent obstruction of traffic. Presented 27th February, 1908.—*Mr. Hughes (Victoria and Haliburton)*... ..*Not printed.*
- 133.** Return to an order of the House of Commons, dated 17th February, 1908, for a copy of reports, plans, surveys, and other data, in connection with the proposal to construct a branch canal from Balsam Lake, on the Trent Canal, to the head of Gull River waters, in Haliburton County. Presented 27th February, 1908.—*Mr. Hughes (Victoria and Haliburton)*... ..*Not printed.*

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- 134.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence received by the Department of Agriculture in connection with the inspection of meats and the regulations in connection with the Inspection of Meats and Canned Foods Bill. Presented 27th February, 1908.—*Mr. Clements*.*Not printed.*
- 134a.** Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, reports and recommendations in possession of the Government, with respect to the inspection of packing houses, or the Meat Inspection Act, including the appointment of inspectors. Presented 25th March, 1908.—*Mr. Armstrong*.
Not printed.
- 135.** Return to an order of the Senate, dated 26th February, 1908, for a detailed statement of the expenses incurred during the past three years, in connection with the synoptical reports of the debates of the Senate, furnished by the special reporter of that House, as well as a statement of the nature and particulars of the agreement with the present reporter. Presented 27th February, 1908.—*Hon. Mr. Wilson*.*Not printed.*
- 136.** Return to an address of the Senate dated 11th February, 1908, showing the amount of imports of oxide of aluminum during the years 1903, 1904, 1905, 1906 and 1907, with the values of such imports for each one of said years separately. Presented 28th February, 1908.—*Hon. Mr. Ellis*.*Not printed.*
- 136a.** Return to an address of the Senate, dated the 11th February, 1908, showing the amount of aluminum exported during the years 1903, 1904, 1905, 1906 and 1907, with the values of such exports for each one of the said years separately. Presented 28th February, 1908.—*Hon. Mr. Ellis*.*Not printed.*
- 137.** Regulations in virtue of the provisions of the Act 6-7 Edward VII., chapter 16, "The Electricity and Fluid Exportation Act." Presented 17th March, 1908, by Hon. W. Templeman.*Not printed.*
- 138.** Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all correspondence, documents, resolutions and other papers, which have passed between the Government of Canada, or any member of the Government, and any railway company or any individual relating to the building of a railroad from any point in Manitoba, Saskatchewan, Alberta, or British Columbia, to Fort Churchill or any point on Hudson Bay. Presented 2nd March, 1908.—*Mr. Schaffner*.*Not printed.*
- 139.** Copy of an order in council appointing Mr. Samuel Tovel Bastedo, agent on behalf of the Dominion Government, to confer with the provincial governments with a view to settlement of the Fisheries question. Presented 11th March, 1908.—*Hon. L. P. Brodeur*.
Not printed.
- 140.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all correspondence, papers, writings, plans and letters between the Government and the International Waterways Commission, on one part, and the St. Lawrence Power Company and the Long Sault Development Company, of the other part, with regard to the entire damming of the St. Lawrence river, in the vicinity of Cornwall; together with a copy of all memorials, letters and resolutions of protest sent to the Government by the Board of Trade of Montreal, the Chambre de Commerce, District de Montreal, the Shipping Federation of Montreal, the Dominion Marine Association, and others. Presented 2nd March, 1908.—*Mr. Gervais*.*Not printed.*
- 140a.** Supplementary return to No. 140. Presented 13th July, 1908.*Not printed.*
- 141.** Return to an order of the House of Commons, dated 17th February, 1908, for a copy of advertisement calling for tenders for dredging work on Holland river, Trent Valley canal system, tenders received, schedules showing prices paid, recommendation of person for inspector, date of payments made to the contractors, and the contract with contractor. Presented 2nd March, 1908.—*Mr. Bennett*.*Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

- 141a. Return to an order of the House of Commons, dated 13th January, 1908, showing what contracts for dredging in the St. Mary's river, Kaministiquia river, Mission river, Port Arthur harbour, Fort William harbour, and in Thunder Bay, or of any of the inlets or rivers thereof, have been let during the years 1904, 1905, 1906 and 1907, showing also: (a) the names, addresses and calling of all the tenderers in each case; (b) the amount of each tender; (c) the nature and extent of the work to be let in each case; (d) the names, addresses and calling of the successful tenderer in each case; (e) the prices at which each contract was let, (f) the nature or form of security for the due performance of the work in each case, and (g) the disposition of or change in the form of any such security after it was originally given or deposited; also, for a copy of all tenders, contracts, bonds or other securities, and of all correspondence relating or incident to all or any such tenders or contracts, including all correspondence relating to such contracts, or incident thereto, before and during the performance of the work and on file up to the date of the order for such return. Presented 17th July, 1908.—*Mr. Boyce.*
Not printed.
142. Return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, contracts, papers and reports in connection with the employment of certain experts to prepare a system of accounting and book-keeping in the Department of Marine and Fisheries. Presented 2nd March, 1908.—*Mr. Foster.*
Not printed.
143. Return to an order of the House of Commons, dated, 11th December 1907, for a copy of all correspondence in connection with the application, granting, operation or renewal of license and lease conveying the privileges of fishing in Cedar, Moose, Cormorant and Clearwater Lakes; also a copy of said license and lease. Presented 3rd March, 1908.—*Mr. Ames.**Not printed.*
144. Certain papers referring to Treaty Powers, &c. Presented 3rd March, by Hon. L. P. Brodeur.*Printed for sessional papers.*
145. Return to an order of the House of Commons dated 11th March, 1907, for a copy of all papers, affidavits and correspondence between the Government, or any official thereof, with the Prince Edward Island Railway, or any official thereof, or any other persons in reference to the leasing of the properties of Widow James Wiggins and Charles Malley, at Alberton, Prince Edward Island. Presented 3rd March, 1908.—*Mr. Lefurgey.*
Not printed.
146. Return to an order of the House of Commons, dated 11th December, 1907, showing the total amount of money paid yearly from the year 1892 to 1st December, 1907, on each of the following accounts: (a) Salary of Governor General; (b) Travelling expenses of Governor General; (c) Expenditure on Rideau Hall, capital account; Expenditure on Rideau Hall, maintenance; Expenditure on Rideau Hall grounds, capital account; Expenditure on Rideau Hall grounds, maintenance; (d) Expenditure on furnishings of all kinds for Rideau Hall; (e) Expenditure on any other account in connection with the office of Governor General; (f) Expenditure on any other account in connection with Rideau Hall and grounds; (g) Total expenditure of every kind yearly since 1892 in connection with the office of Governor General; (h) Total expenditure of every kind yearly in connection with Rideau Hall grounds. Presented 5th March, 1908.—*Mr. Wilson (Lennor and Addington).**Not printed.*
147. Return to an address of the House of Commons, dated 15th January, 1908, for a copy of all correspondence, telegrams, orders in council, contracts and tenders, with the names, and amounts of each, in possession of the Government, or any member or official thereof, respecting the construction of a breakwater at Petit Rocher, on the southwestern side of Baie des Chaleurs, as detailed on page 74 of the Report of the Minister of Public Works for the year ended 31st March, 1907. Presented 5th March, 1908.—*Mr. Taylor.**Not printed.*
- 147a. Supplementary Return to 147. Presented 12th June, 1908.*Not printed.*

CONTENTS OF VOLUME 18—Continued.

- 148.** Return to an order of the House of Commons, dated 17th February, 1908, showing the individual name and place of residence of the captain and crew of each of the Government steamers *Lansdowne, Aberdeen, Druid, Brant, Lady Laurier, Minto and Stanley*. Presented 5th March, 1908.—*Mr. Stanfield*. *Not printed.*
- 148a.** Return to an order of the Senate, dated the 5th of February, 1908, for a statement showing, in so many columns: 1. The names of the officers actually employed on board of Government vessels or of vessels hired by the Government for the season of navigation in the River St. Lawrence. 2. The amount of wages or salaries paid monthly to each of them for the period of their annual engagement. 3. The amount of wages or salaries paid monthly to those who are only employed for a part of the year. 4. The amount of wages or salaries paid monthly to those who, over and above their real service, are paid a part of their wages or salaries during the months in which the vessels are laid up for the winter. Presented 20th February, 1908.—*Hon. Mr. Landry*.
Not printed.
- 149.** Return showing what changes have occurred in the House of Commons branches of the Clerk of the House and the Sergeant-at-arms' service since 1st July, 1907. Presented 5th March, 1908.—*Mr. Owen*. *Not printed.*
- 150.** Return to an order of the House of Commons, dated 10th February, 1908, showing: 1. How many Returns or Sessional Papers have been presented to Parliament in answer to motions for the same, since the 1st of January, 1906. 2. How many of these Returns were taken out of the Office of Routine and Records, and the Journal Office, by members of this House, since the above date, giving also the name of the member to whom delivered. 3. For what length of time such Returns were retained by the members who obtained them. 4. How many of these Returns had not been returned to the proper officer of the House of Commons on the 1st of January, 1908. 5. In the case of those returned, how long they were out with the members. 6. How many of these Returns are still in the possession of the members, and how long they have had them. 7. The means usually adopted by the Clerk of Routine and Records and the Clerk of Current Sessional Papers to have outstanding returns retransferred to their possession. 8. The average cost to the country of preparing these Returns by the various departments interested, during the above period. Presented 6th March, 1908.—*Mr. Johnston*.
Not printed.
- 151.** Return to an order of the House of Commons, dated 16th December, 1907, showing: 1. The number of fishing licenses, the names of the parties to whom issued, and also the amounts of the revenues received from each license, on any or all of the lakes in the province of Saskatchewan. 2. For a copy of all correspondence in connection with each license so issued and in force, or about to be issued. 3. Also for a copy of the different forms used for fishing licenses in the province of Saskatchewan. Presented 9th March, 1908.—*Mr. Chisholm (East Huron)*. *Not printed.*
- 152.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all correspondence, documents and papers, in the investigation into the case of Mr. O. S. Finnie, chief clerk in the gold commissioner's office, Dawson, Y.T. Presented 6th March, 1908.—*Mr. Thompson*. *Not printed.*
- 153.** Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all correspondence between Lieut.-Colonel Mallette, of the 64th Battalion, and the Department of Militia and Defence, concerning Major Sabourin, of St. John, Quebec. Presented 6th March, 1908.—*Mr. Bergeron*. *Not printed.*
- 153a.** Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all correspondence between Lieut.-Colonel Mallette, of the 64th Battalion, and the Department of Militia and Defence, for the organization of a regiment in Valleyfield, Quebec. Presented 6th March, 1908.—*Mr. Bergeron*. *Not printed.*

CONTENTS OF VOLUME 18—Concluded.

154. Report of the Royal Commission on the Quebec Bridge inquiry; also the Report on the Design of the Quebec Bridge by C. C. Schneider; with Appendices. Presented 9th March, 1908, by Hon. G. P. Graham.

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 19.

154. (Vol. 2.) Royal Commission Quebec Bridge inquiry. Minutes of proceedings. Evidence and exhibits. *Printed for both distribution and sessional papers.*

- 154a. Return to an address of the House of Commons, dated 12th December, 1907, for a copy of all orders in council, correspondence, reports, memoranda, papers and documents, since the 1st day of January, 1900, relating to the Quebec Bridge, including all reports and orders in council, relating to the plans and specifications for the works of the undertaking, or to any approval thereof by the Governor in Council, or by the Department of Railways and Canals. Presented 26th May, 1908.—*Mr. Borden (Carleton).*

See No. 154.

- 154b. Return to an address of the Senate, dated 29th January, 1908, for a statement showing: 1. If the Quebec Bridge and Railway Company has fulfilled the obligation which was imposed upon it by clause 4 of the agreement made, between it and the Government, on the 19th day of October, 1908, which clause reads as follows: "4. The company will procure subscriptions for additional stock to the amount of \$200,000, such new stock to be issued at a price not below par and to be immediately paid up in full, the proceeds to be applied in the first place to the payment of the discount at which the bonds of the company were issued as aforesaid, to wit the sum of \$188,721." (Being exactly the difference between the sum of \$472,000, the amount of bonds issued, and the sum of \$283,279, for which these same bonds were accepted.) 2. When did the company so furnish subscriptions for additional work to the amount of \$200,000. 3. Who are the persons or the companies who divided among them this additional stock to the round sum of \$200,000. 4. On what date and for what amount did each of these persons or each of these companies become owner of the aforesaid stock. 5. On what date did each of the aforesaid persons or companies pay into the hands of the company the price (in part or in whole) of the stock so subscribed. 6. And if this amount of \$200,000 was paid in full and in what manner, distinguishing the amount paid in cash from the amount paid in promissory notes or in any other ways. Presented 2nd June, 1908.—*Hon. Mr. Landry.* *See No. 154.*

- 154c. Return to an address of the Senate, dated the 29th January, 1908, showing: 1. The amount of money really paid by each of the present directors of the Quebec Bridge and Railway Company into the capital stock of the said company. 2. The date each of these directors made each of his payments. 3. Among these payments or instalments the proportion or amount that has been paid by means of promissory notes or of unaccepted cheques. 4. By whom individually, and for what amount each one. 5. The amount of money each of its directors has received from the Quebec Bridge Company and from the Quebec Bridge and Railway Company up to this date, directly or indirectly, personally or otherwise. 6. The nature of the services rendered for which each of these amounts was paid. 7. The amount the present secretary has received out of the funds of the company since he has been in the service thereof. 8. The resolution that subsequently to the collapse of the Quebec Bridge, within a few days immediately following the disaster, the bridge company has voted giving a bonus of \$3,000 to its president. 9. The name of the funds, out of which the amount of this bonus was raised. 10. The resolution, if any, the company, on the same occasions, voted to aid the families of the victims of that disaster. Presented 18th February, 1908.—*Hon. Mr. Landry.*

Not printed.

155. Return to an order of the House of Commons, dated 10th February, 1908, showing what land has been withdrawn for settlement, or set apart, or sold, for colonization pur-

CONTENTS OF VOLUME 19—*Continued.*

- poses, since 1896; the location and amount in each case, specifying townships, sections, half or quarter-section; to whom it has been sold, or alienated, and on what terms of settlement; the price per acre, on terms of payment, and the nationality of the settlers in each colony; when the land was sold, alienated, reserved, or set apart, for such purpose, in each case; and how many of these companies have complied with their contracts, and to what extent. Presented 9th March, 1908.—*Mr. Sproule*... *Not printed*
- 155a.** Return to an order of the House of Commons, dated 26th February, 1908, showing what lands, if any, have been reserved for grazing purposes or for acquisition by means of irrigation within the tract described as follows: Townships 12 to 19, inclusive, in ranges 15 to 21, west of the 4th meridian; and when such lands were so reserved, and for how long it is the purpose of the Government to continue such reservation. Presented 16th March, 1908.—*Mr. Lennex*... *Not printed.*
- 155b.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all correspondence, telegrams, reports, applications, surveyors' plans and maps, in reference to the homestead entries for the southwest quarter of section 27, township 18, range 10, east, in the province of Manitoba. Presented 27th March, 1908.—*Mr. Staples*... *Not printed.*
- 155c.** Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, applications, recommendations for patent, and all papers in any way relating to the disposal of or granting of privileges in connection with the s.e. $\frac{1}{4}$ of section 2, township 8, range 2, west of the 5th meridian. Presented 3rd April, 1908.—*Mr. Herron*... *Not printed.*
- 155d.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all correspondence, applications and all other papers and documents relating in any way to any and all applications for or in connection with or relating to the southeast quarter of section 14, township 12, range 6, west 4th meridian. Presented 6th April, 1908.—*Mr. Herron*... *Not printed.*
- 156.** Return to an order of the House of Commons, dated 2nd March, 1908, showing who made the seizures under the Inland Revenue Department in the fiscal years 1906 and 1907, in Cornwall, London, Ottawa, St. Catharines, Toronto, Joliette and Montreal, and what the seizures consisted of; the name of the party or parties from whom the material was seized; the amount realized by the sale of such seized material; and how this seized material was disposed of. Presented 9th March, 1908.—*Mr. Barr*... *Not printed.*
- 156a.** Return to an order of the House of Commons, dated 26th February, 1908, showing the number of seizures under the Inland Revenue Department in the years 1906 and 1907, the name of the party or parties making the seizure; the description and quantity of material seized; the name of the parties from whom the material was seized; how the seized material was disposed of, whether by public auction or by private sale, and what the amount realized thereon was. Presented 9th March, 1908.—*Mr. Barr*... *Not printed.*
- 156b.** Return to an order of the House of Commons, dated 9th March, 1908, showing the number of seizures made by the Customs Department for the fiscal years 1905, 1906 and 1907; the reason for each seizure; the disposition of each case; the amount received by the Government, and by the party seizing or giving information in each case; and the names of the ports at which such seizures took place. Presented 23rd April, 1908.—*Mr. Cockshutt*... *Not printed.*
- 156c.** Return to an order of the House of Commons, dated 4th May, 1908, showing the names of all officers employed in the Customs Department at the ports of Niagara Falls, Port Erie, Sarnia and Windsor; the rank and duties of their respective appointments, their salaries at the time of appointment, present rank, and increase of salary to any of these officers since date of their appointment. Presented 4th May, 1908.—*Hon. W. Paterson*... *Not printed.*

CONTENTS OF VOLUME 19—*Continued.*

157. Return to an order of the House of Commons, dated 8th January, 1908, for copies of all documents, petitions, memoranda and correspondence received by the Government since 1904, to this day, regarding the amendments to be made to the Inland Revenue Act for the purpose of encouraging and protecting still more the Canadian tobacco industry. Presented 9th March, 1908.—*Mr. Dubeau* *Not printed*
- 157a. Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all correspondence between the collector of customs at Charlottetown, Prince Edward Island, and the Minister of Customs, or the Commissioner of Customs, including declarations or statements in writing made by Messrs. Donald Nicholson and Evelyn B. Harnett, of the Hickey & Nicholson Tobacco Company, Limited, respecting alleged infraction of the provisions of the Inland Revenue Act, and of the regulations in respect of tobacco and cigars and tobacco and cigar manufactories, by Messrs. T. B. and D. J. Riley, of Charlottetown, or one of them. Also a copy of the reports of William Caven and other officials and collectors of Inland Revenue; and of all correspondence, letters and telegrams between the said T. B. and D. J. Riley, or either of them, and the Government, or any department, or officer thereof; and of all correspondence between the officers of Inland Revenue in Charlottetown and the Government or any department or official thereof, respecting said alleged infraction of said Act or regulations; and all other correspondence, statements and information in possession of the Government relating to the matter aforesaid; together with a statement of the moneys paid voluntarily or otherwise in settlement or otherwise of penalties for such infraction of the law, to whom paid, and the date of payment. Presented 16th March, 1908.—*Mr. McLean (Queen's)* *Not printed.*
158. Papers relating to Trade Conference at Barbados. Presented 10th March, 1908, by Hon. W. S. Fielding *Not printed.*
159. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all applications, tenders, correspondence, telegrams, or written communications of any kind, in connection with the sale of certain lands in the Ocean Man, Pheasant Rump, and Chasastapsin Indian Reserves, on the 15th November, 1901; together with a copy of advertisements of sales, the names of the newspapers in which they were inserted, and the dates of insertion. Presented 12th March, 1908.—*Mr. Lake* *Not printed.*
160. Return to an order of the House of Commons, dated 22nd January, 1908, showing how many fire extinguishers were purchased by the Government for the different departments of the public service since the 30th June, 1906, to January 1st, 1908; from whom they were purchased, and at what price; and the total amount paid for the same. Presented 12th March, 1908.—*Mr. Taylor* *Not printed.*
- 160a. Supplementary Return to an order of the House of Commons, dated 22nd January, 1908, (as far as the Department of Marine and Fisheries is concerned), showing how many fire extinguishers were purchased by the Government for the different departments of the public service since the 30th of June, 1906, to 1st January, 1908; from whom they were purchased, and at what price; and the total amount paid for the same. Presented 26th March, 1908.—*Mr. Taylor* *Not printed.*
161. Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all letters, correspondence, plans, surveys, estimates, &c., in connection with the proposal to open a waterway in St. Anicet and Ste. Barbe, in the county of Huntingdon, from Lake St. Francis to St. Louis River. Presented 12th March, 1908.—*Mr. Walsh (Huntingdon)* *Not printed.*
162. Return to an order of the House of Commons, dated 12th March, 1908, for copies of all correspondence between the Auditor General and the Department of Marine and Fisheries, concerning the travelling expenses of Commander Spain in 1905-6. Presented 12th March, 1908.—*Hon. L. P. Brodeur* *Not printed.*

CONTENTS OF VOLUME 19—Continued.

- 163.** Return to an order of the House of Commons, dated 12th February, 1908, showing: 1. The total revenue of Belleville, Ontario, Harbour, for the years 1903, 1904, 1905, 1906 and 1907. 2. The expenditure for the years above-mentioned in the harbour; (a) for salaries, and to whom, (b) dredging in each year; (c) for building retaining walls along the river at entrance of harbour; and (d) to whom or what persons such last-named sums were paid. 3. What money, if any, the Government has advanced to the Harbour Commissioners of Belleville for improvements, how much and when. 4. If any money has been advanced, what security the Government holds for repayment of the same. 5. The tenders received for building the retaining walls for improvement of Belleville Harbour, the tenderers, the amount of each tender, and to whom the contract was awarded. Presented 13th March, 1908.—*Mr. Porter* *Not printed.*
- 164.** Copy of the order in council appointing Mr. Richard L. Drury, of Victoria, B.C., as a special officer of the Immigration Branch of the Department of the Interior in Japan. Presented 17th March, 1908, by Sir Wilfrid Laurier *Not printed.*
- 165.** Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all letters, telegrams, reports, documents and papers (so far as the same are not of a confidential character) in relation to the trial and conviction of one Frederick Blunden, for cattle stealing at Macleod, in the province of Alberta, in 1904. Presented 19th March, 1908.—*Mr. Ward* *Not printed.*
- 166.** Return to an order of the Senate, dated the 17th March, 1908, for a copy of the Minutes of the meeting of the Standing Committee of the Senate on Railways, Telegraphs and Harbours, held on the 21st and 22nd of May, 1901, be laid on the table. Presented 18th March, 1908.—*Hon. Mr. Landry* *Not printed.*
- 167.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of the interim report of the commissioner appointed to investigate alleged irregularities at Sorel in connection with construction of piers on Lake St. Peter. Presented 23rd March, 1908.—*Hon. L. P. Brodeur* *Not printed.*
- 168.** Return to an order of the House of Commons, dated 20th January, 1908, showing all fines imposed for violation of the Fisheries Act in Division No. 2, Nova Scotia, comprising the counties of Antigonish, Colchester, Cumberland, Guysborough, Halifax, Hants and Pictou showing the amount of each fine, dates on which same were imposed and paid, the place of trial in each case, the offence charged, and the names of the convicting justices or fishery officers. Presented 23rd March, 1908.—*Mr. Sinclair*.
Not printed.
- 169.** Return to an address of the House of Commons, dated 11th March, 1908, for a copy of all orders in council, reports, correspondence, documents, letters and papers not already brought down, relating to a grant by His Majesty of any Indian reserves in the province of British Columbia to the Grand Trunk Pacific Railway Company, or to any officer of the company, or to any person on behalf of that company. Presented 24th March, 1908.—*Mr. Borden (Carleton)* *Printed for sessional papers.*
- 170.** Return to an order of the House of Commons, dated 20th January, 1908, showing the amount paid each year for provisions on each of the Government steamers for the last three fiscal years, the average complement of officers and men provisioned on each for each year, and the cost per man per day. Presented 24th March, 1908.—*Mr. Foster*.
Not printed.
- 171.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all petitions and correspondence relating to the establishment of a post office at Mill Settlement, West, and also at north side of Newcastle Creek, in the electoral division of Sunbury and Queen's. Presented 26th March, 1908.—*Mr. Wilmot* *Not printed.*

CONTENTS OF VOLUME 19—Continued.

- 171a. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all letters, petitions, correspondence and other papers in connection with the application to establish a post office at North Grove, in the county of Grenville. Presented 3rd April, 1908.—*Mr. Reid (Grenville)*.*Not printed.*
- 171b. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all letters, telegrams and petitions, in possession of the Government, or any member or official thereof, respecting the dismissal of Mrs. Mary Finlay as postmistress at the head of St. Peter's Bay, and the appointment of her successor. Presented 3rd April, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 171c. Return to an order of the House of Commons, dated 18th December, 1907, showing the number of post offices receiving daily, tri-weekly, semi-weekly, and weekly mails, in each county of the provinces of New Brunswick and Nova Scotia, and the total postal revenue and expenditure in each of said counties. Presented 3rd April, 1908.—*Mr. Crocket*.*Not printed.*
- 171d. Return to an order of the House of Commons, dated 16th March, 1908, for a copy of all correspondence, telegrams, petitions, &c., in possession of the Government or any member or official thereof, respecting the dismissal of Archibald McDonald as postmaster at Whim Road Cross, Prince Edward Island, and the appointment of William McGinnon as his successor. Presented 3rd April, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 171e. Return to an order of the House of Commons, dated 11th December, 1907, showing what complaints respecting the inadequacy of postal service or delays therein, or respecting lack of or defects in postal facilities or means of communications, have been received by the Post Office Department since the 1st day of January, 1907, and the general nature of such complaints. Presented 29th April, 1908.—*Mr. Armstrong*.*Not printed.*
- 171f. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all petitions, letters of recommendation, written requests and correspondence with the government in connection with the opening of a Post Office Savings Bank in the post office at St. Gabriel de Brandon, in the province of Quebec. Presented 29th April, 1908.—*Mr. Monk*.*Not printed.*
- 171g. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, petitions with signatures thereto, in possession of the Government, or any member or official thereof, respecting the removal of a post office from Angus McDonald's place in Pisquid, Prince Edward Island, to Russell Birt's, of the same place. Presented 29th April, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 171h. Return to an order of the House of Commons, dated 16th March, 1908, for a copy of all correspondence, telegrams and petitions in the possession of the Government or any member or official thereof, respecting the dismissal of Alex. McLeod in 1905, as postmaster at Valleyfield East, Prince Edward Island, and the appointment of his successor. Presented 29th April, 1908.—*Mr. McLean (Queen's)*.*Not printed.*
- 171i. Return to an address of the House of Commons, dated 26th February, 1908, for a copy of all correspondence, telegrams, reports, memoranda, resolutions and any information in the possession of the Government, relating to changes in postal charges or regulations within the past two years, between the United States and Canada. Presented 5th May, 1908.—*Mr. Armstrong*.*Not printed.*
- 171j. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all correspondence, telegrams, reports and memoranda, in possession of the Government, or any member or official thereof, respecting the establishment of daily mails and improvement of the mail service in the county of Queen's, Prince Edward Island. Presented 26th May, 1908.—*Mr. Martin (Queen's)*.*Not printed.*

CONTENTS OF VOLUME 19—Continued.

- 172.** Return to an order of the House of Commons, dated 26th February, 1908, showing what sums of money were paid during the fiscal years 1905-6 and 1906-7 by any department of the Government to the Steel Concrete Company, Limited; for what purpose such payments were made; what orders for work or material to be done or supplied by that company are now being filled, and the aggregate amount payable for same. Presented 26th March, 1908.—*Mr. Boyce*... ..*Not printed.*
- 173.** Return to an order of the House of Commons, dated 9th March, 1908, showing how many renewals of placer claims were granted by the Gold Commissioner at Dawson, on or subsequent to the 1st of August, 1906, at \$10 each; why the fee of \$15, as required by 6 Edward VII., chapter 39, was not collected in these cases; and what shortages were afterwards collected. Presented 27th March, 1908.—*Mr. Lennox*... ..*Not printed.*
- 173a.** Return to an order of the House of Commons, dated 9th March, 1908, showing how many renewals of placer claims were granted by the Assistant Gold Commissioner at Whitehorse on or subsequent to 1st of August, at \$10 each; why the fee of \$15, as required by 6 Edward VII., chapter 39, was not collected in these cases; and what shortages have been collected. Presented 30th March, 1908.—*Mr. Lennox*...*Not printed.*
- 174.** Return to an order of the House of Commons, dated 8th January, 1908, showing: 1. What sums of money have been paid for advertising and printing, respectively, to the *Sun* and *Star* newspapers of St. John, N.B., the *Chronicle* of Halifax, the *Echo* and the *Glace Bay Gazette*, and the *St. John Globe*, during the following periods respectively: the fiscal years 1904-5, 1905-6, and from June 30, 1906, to date. 2. In what offices or job offices the printing is done for the *Sun*, *Star*, *Chronicle* and *Echo*. Presented 30th March, 1908.—*Mr. Foster*... ..*Not printed.*
- 174a.** Return to an order of the House of Commons, dated 13th June, 1908, showing all sums of money paid by the Government, or any department or official thereof, during the years 1902, 1903, 1904, 1905, 1906 and 1907, for advertising, printing, or for any other purpose, or on any other account whatever, to the *Sault Express*, a newspaper published at Sault Ste. Marie, Ontario, or to any person or persons, firm or company for or in respect of any work done by said newspaper for the Government, or any department or official thereof; also showing what amounts, if any, are disputed and unpaid, and showing for what purpose such moneys were paid, and accounts were incurred, respectively, and by what departments, or officials of the Government. Presented 30th March, 1908.—*Mr. Boyce*... ..*Not printed.*
- 174b.** Return to an order of the House of Commons, dated 22nd January, 1908, showing what amount has been paid by the Dominion Government for all purposes, from 1st January, 1904, to 1st January, 1908, to the following papers: *Alberta Star*, Cardston; *Lethbridge Herald*, *Macleod Advance*, *Nanton News*, *The Frank Paper*. Presented 30th March, 1908.—*Mr. Herron*... ..*Not printed.*
- 175.** Return to an order of the House of Commons, dated 15th January, 1908, showing the various services on which Mr. Shepley, K.C., has been engaged by the Government since 1896, and the amount that has been paid him for salary and expenses for each. Presented 30th March, 1908.—*Mr. Foster*... ..*Not printed.*
- 176.** Return to an address of the House of Commons, dated 16th March, 1908, for a copy of all orders in council, letters, telegrams, correspondence and papers of every description and nature relating to the appointment of the Hon. Arthur Drysdale as justice of the Supreme Court of Nova Scotia, and especially all such documents as relate to the date of his acceptance of said appointment or the date of his declaration of intention to accept the same. Presented 30th March, 1908.—*Mr. Taylor*... ..*Not printed.*
- 177.** Return to an order of the House of Commons, dated 23rd March, 1908, showing how much has been paid to C. Boone or the Boone Company, since 1896, and the amount paid for work in each year at each point where same was performed by said party, firm or company. Presented 30th March, 1908.—*Mr. Bennett*... ..*Not printed.*

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- 178.** Maps and plans in connection with the Montreal, Ottawa and Georgian Bay Canal. Presented 30th March, 1908, by Hon. W. Pugsley. *See 178b.*
- 178a.** Further maps and plans in connection with the Montreal, Ottawa and Georgian Bay Canal. Presented 13th May, 1908, by Hon. W. Pugsley. *See 178b.*
- 178b.** Return to an order of the House of Commons, dated 6th July, 1908. Report of the engineer on the Georgian Bay Ship Canal, together with estimates, plans, &c., illustrating the project in its main features. Presented 6th July, 1908.—*Hon. W. Pugsley.*
Printed for both distribution and sessional papers.
- 179.** Return to an order of the Senate, dated the 12th February, 1908, for a copy of: 1. The number of convicts under the age of twenty, and their respective nationalities. 2. The number of convicts from the age of twenty and upwards, and their nationalities, in each of the penitentiaries under Dominion control, for the years 1903, 1904, 1905, 1906 and 1907. Presented 31st March, 1908.—*Hon. Mr. Comeau.* *Not printed.*
- 180.** Return to an order of the Senate, dated the 18th February, 1908, showing with respect to the two routes of the Transcontinental Railway that were surveyed between Grand Falls and Chipman, in the province of New Brunswick, the estimated cost of each of the lines, that is to say: 1. The "Back Route," so-called. 2. The St John Valley route. With the following details: (a) Cubic yards of ordinary excavation and fills; (b) cubic yards of loose rock; (c) cubic yards of solid rock; (d) cubic yards of concrete; (e) miles of steel trestle and cost; (f) number and cost of bridges. And with respect to the "Back Routes," giving the last-mentioned details as regards the following subdivisions of that route: 1. Grand Falls and Tobique River. 2. Tobique River and Intercolonial Railway. 3. Intercolonial Railway and Chipman. And is it the intention to adopt a pusher grade in the route selected? Presented 31st March, 1908.—*Hon. Mr. Thompson.* *Not printed.*
- 181.** Return to an order of the House of Commons, dated 6th February, 1907, for a copy of all letters, accounts, vouchers, cheques, correspondence and documents relating to any amount paid to Mr. R. T. McIlreith, barrister, of Halifax, for legal services, by the Government of Canada, during each of the fiscal years ending, respectively, 30th day of June, 1902, 1903, 1904, 1905 and 1906. Also relating to all amounts similarly paid to any legal agent or representative of the Government at Halifax during each of the fiscal years ending respectively, 30th June, 1891, 1892, 1893, 1894, 1895, 1896 and 1897. Presented 1st April, 1908.—*Mr. Crocket.* *Not printed.*
- 181a.** Supplementary return to No. 181. Presented 3rd April, 1908. *Not printed.*
- 182.** Copy of order in council relative to the appointment of the Honourable Walter Cassels, a commissioner to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting upon the integrity of the officials of the Department of Marine and Fisheries. Presented 2nd April, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 182a.** Correspondence between Sir Wilfrid Laurier and the Honourable Mr. Justice Cassels on the subject of the appointment of the latter to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 7th April, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 182b.** Correspondence between the Honourable Mr. Aylesworth and the Honourable Mr. Justice Cassels on the subject of the appointment of the latter to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 19th April, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 182c.** Letter of instructions from the Minister of Justice to George H. Watson, Esq., K.C., respecting the appointment of the latter as counsel to act with Honourable Mr. Justice Cassels in the investigation upon certain statements contained in the Report of the

CONTENTS OF VOLUME 19—Continued.

Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 1st May, 1908, by Hon. A. B. Aylesworth.

Not printed.

- 182d.** Return to an order of the House of Commons, dated 15th January, 1908, showing all commissions of inquiry appointed between 1896 and 1908, the dates of appointment thereof, the names of the commissioners appointed and the secretary and counsel, or others appointed to assist them, the purpose or object of each such commission, the date of report of each such commission, what legislation, if any, has been enacted in consequence of such commissions and reports, the cost of each such commission, including salaries, travelling expenses, witness fees, fees of counsel, and other assistants, and for printing, distinguishing each separately. Presented 5th May, 1908.—*Mr. Porter.*
- Not printed.*
- 183.** Return to an order of the House of Commons, dated 18th December, 1907, showing the various Marconi stations established by the Government, their location, the cost of construction and maintenance of each, the messages sent by each, the rate of tolls and the receipts, and all contracts, reports, papers and correspondence, in connection therewith. Presented 3rd April, 1908.—*Mr. Foster.**Not printed*
- 183a.** Supplementary Return to No. 183. Presented 11th May, 1908.*Not printed.*
- 184.** Return to an order of the House of Commons, dated 17th February, 1908, showing what quality or quantity of goods or supplies have been furnished by the Office Specialty Company to the Dominion of Canada in every department of the service since 1896, and the total amount for each year. Presented 3rd April, 1908.—*Mr. Bennett.**Not printed.*
- 185.** Return to an address of the House of Commons, dated 19th February, 1908, for a copy of a memorial addressed to His Excellency the Governor General, respecting a reference to the Privy Council in regard to the constitutionality of the Saskatchewan Act passed by the Legislative Assembly of the province of Saskatchewan on the 23rd May, 1906; together with a copy of all correspondence, telegrams or other communications, relating thereto, between the Dominion Government or any member thereof, and the Government of Saskatchewan or any member thereof. Presented 31st March, 1908.—*Mr. Lake.**Printed for sessional papers.*
- 186.** Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all reports, plans, specifications, tenders, correspondence, telegrams, and all other papers, documents, and other information in connection with the construction of the Hillsboro' Bridge and approaches, including land purchases necessary therefor. Presented 6th April, 1908.—*Mr. Lefurgey.**Not printed.*
- 187.** Return to an order of the House of Commons, dated 10th February, 1908, showing what action, if any, has been taken by this Government since 19th March, 1903, which would have for its object the removal of the cattle embargo upon Canadian cattle entering Great Britain. 2. For a copy of a resolution said to have been passed some years ago by the committee on agriculture, which requested that the Minister of Agriculture of the Dominion should invite the ministers of the different provinces in the Dominion to form themselves into a committee, whose object was to lay before the Government of Great Britain the importance of removing the cattle embargo. 3. Also showing what efforts, if any, have been made by the Minister of Agriculture to comply with the wishes of the above-named committee so expressed; together with a copy of the report, if any, of the same to the House, and what efforts have been so made; with what reason, if any, the Government assigns for not taking action in the matter. Presented 6th April, 1908.—*Mr. Armstrong.**Not printed.*
- 188.** Census and Statistics, Bulletin V., Agricultural Census of Ontario, Quebec and the Maritime Provinces, 1907. Presented 6th April, 1908, by Hon. S. A. Fisher.*Not printed.*

CONTENTS OF VOLUME 19—Continued.

- 189.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all memorials, documents, telegrams, and correspondence between the government of Prince Edward Island and the Government of Canada since 30th June, 1904, with respect to the non-fulfilment of the terms of union and for claims for damages in respect thereof. Presented 7th April, 1908.—*Mr. McLean (Queen's)*.*Not printed.*
- 190.** Return to an order of the House of Commons, dated 17th February, 1908, for a copy of all correspondence, telegrams, reports, memoranda, resolutions, and any other information in possession of the Government or any member or official thereof, respecting the construction of branch railway lines in Prince Edward Island. Presented 13th April, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 191.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all orders in council, reports, documents, correspondence and papers, from the 1st day of January, 1907, to the present time, relating to the passage of United States war ships or training ships through the St. Lawrence canals and Great Lakes, including a statement showing the number of United States war ships or training ships which have passed through the St. Lawrence canals during that period, and a statement of all such war ships or training ships now on the Great Lakes, and particulars of the tonnage, horse-power, armament and crew of such war ship or training ship, and of the naval reserves or other naval forces of the United States Government, or of any State Government upon the Great Lakes; also all correspondence respecting the proposed passage of the gunboat *Nashville* through the St. Lawrence canals and river on her way to the Great Lakes next summer. Presented 7th April, 1908.—*Mr. Taylor*.
Not printed.
- 192.** Return to an address of the House of Commons, dated 29th January, 1908, for copies of all papers, representations, memorials and correspondence had with the Minister of Finance or any member of the Government in reference to the proposed action of the Government through or in conjunction with the banks, to facilitate in a financial way the movements of the grain from the western provinces of Canada. Presented 7th April, 1908.—*Mr. Foster*.*Not printed.*
- 193.** Return to an order of the House of Commons, dated 11th December, 1907, showing: 1. How many drill halls have been constructed or are under construction by the Government since 1896. 2. In what localities these buildings have been constructed, and the cost of construction in each case. 3. What military organizations exist in the respective localities in which these drill halls have been erected, and the numerical strength of each such military organization. Presented 7th April, 1908.—*Mr. Worthington*.
Not printed.
- 194.** Return to an address of the House of Commons, dated March, 1908, for a copy of all orders in council and regulations made by the Governor in Council, or prescribed by the Minister of Customs under the provisions of chapter eleven (11) of the Acts of 1907, (6 and 7 Edward VII.), relating to materials to be used in Canada for the construction of bridges or tunnels crossing the boundary between the United States and Canada, and all similar regulations or legislative or administrative provisions of the United States Customs Laws relating to such materials. Presented 8th April, 1908.—*Mr. Clements*.*Not printed.*
- 195.** Return to an order of the House of Commons, dated 15th January, 1908, for a complete list of the publications in Canada enjoying the newspaper rate. Presented 8th April, 1908.—*Mr. Cockshutt*.*Not printed.*
- 196.** Partial Return to an order of the Senate, dated the 17th March, 1908, for a copy of the service-roll of the Garrison Artillery Companies of Ottawa and Morrisburg, giving names of the militiamen who were on active service, and who were in barracks at Fort Wellington, Prescott, during the months of November and December, 1865, and during the months of January, February, March, April, May and June, 1866; and also a

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- statement showing what was the daily pay paid to the soldiers of these two corps and that which the militiamen belonging to Company No. 2 of the Ottawa Field Battery received at the same time, or that which was received by other corps of the Military District of Ottawa, which were also called out for active service. Presented 8th April, 1908.—*Hon. Mr. Landry*.*Not printed.*
- 197.** Return to an address of the House of Commons, dated 16th March, 1908, for a copy of all orders in council, reports, memoranda, agreements, contracts and other documents and papers of every kind, nature and description, from the 1st of January, 1900, up to the present time, relating to or touching the Dolkese or Dokis Indian reserve, or touching the surrender thereof of the timber thereon, and especially all such documents as aforesaid as relate to any proposals or arrangements for the surrender of any rights by the Indians in the said reserve or in the timber thereon, or to the sale or disposal of the said timber or any part thereof. Presented 9th April, 1908.—*Mr. Borden (Carleton)*.
Not printed.
- 197a.** Supplementary return to No. 197. Presented 2nd July, 1908.*Not printed.*
- 197b.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all opinions of the Minister of Justice, or Deputy Minister of Justice, or any official of the Department of Justice, to the Minister of the Interior or any official of the Department of the Interior, with respect to the Metlakatla and Songhees Indian reserves, or either of the said reserves, since the 1st day of January, 1906. Presented 22nd April, 1908.—*Mr. Borden (Carleton)*.*Not printed.*
- 197c.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all petitions, memorials, documents, correspondence and papers touching any matters, transactions or negotiations between the Department of Indian Affairs and the council of the Six Nations reserve, or the chief or chiefs of the said council or the Indian Rights Association or Warriors' Association, from the 1st day of January, 1906, to the present time. Presented 18th May, 1908.—*Mr. Lake*.*Not printed.*
- 198.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of contract and all correspondence in connection with purchase of cement from E. A. Wallberg, by the Department of Marine and Fisheries, to heighten Heath Point. Presented 13th April, 1908.—*Mr. Staples*.*Not printed.*
- 199.** Return to an order of the House of Commons, dated 19th February, 1908, showing:
1. What amount the firm of H. N. Bate & Co has received from each department of the Government since the year 1896 for supplies, giving the amount paid each year separately. 2. What amount the firm of W. C. Edwards & Co. has received from each department of the Government since the year 1896 for supplies, giving the amount paid each year separately. Presented 13th April, 1908.—*Mr. Taylor*.*Not printed.*
- 200.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all petitions, letters and applications, by or on behalf of "La Société Canadienne d'immigration et de placement," for assistance from the Government, and the answer by the Government or its officials to the same. Presented 13th April, 1908.—*Mr. Monk*.
Not printed
- 201.** Return to an order of the House of Commons, dated 30th March, 1908, for a copy, as it appeared printed in the *Yukon World and Official Gazette* for nine months of the financial year 1906-7, of a synopsis of mining regulations referred to in the Auditor General's Report, 1906-7, at page L-37, and also setting forth the number of times the said advertisement appeared in the newspapers referred to in the time stated. Presented 13th April, 1908.—*Mr. Lennox*.*Not printed*
- 202.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all correspondence, leases or other papers in connection with the leasing or proposed leasing of Kananaski Falls, on the Bow river. A copy of all correspondence and other

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- papers in connection with the selling or otherwise disposing of 1,000 acres or any lands to the Calgary Power and Transmission Company (Limited). A statement showing an estimate of about the number of acres and territory owned by the Stony Indian Reserve, held in trust for the Indians, the said statement showing the quantity on each side of Bow river. Presented 13th April, 1908.—*Mr. Reid (Grenville)*.*Not printed.*
- 203.** Return to an address of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, telegrams, memoranda and reports, between the Government and its officers and solicitors and the provincial or territorial governments, in regard to the cases taken to test the liability for taxation of the Canadian Pacific Railway Company in the cases Rural Municipality of North Cypress vs. Canadian Pacific Railway; Rural Municipality of Argyle vs. Canadian Pacific Railway; Springdale School District vs. Canadian Pacific Railway; together with copies of all judgments of the courts before whom the cases were tried, and of the refusal of the Judicial Committee of the Privy Council of the application for leave to appeal to that court. Presented 21st April, 1908.—*Mr. Lake*.*Not printed.*
- 204.** Copy of a Report of the Privy Council approved by His Excellency the Administrator on the 21st April, 1908, on a memorandum dated 20th April, 1908, from the Minister of Public Works, recommending that the order in council of the 30th March, 1908, providing for the continuation of certain contracts therein mentioned for dredging at various places in the provinces of Ontario and Nova Scotia be cancelled. Presented 23rd April, 1908, by Hon. W. Pugsley.*Not printed.*
- 205.** Return to an order of the House of Commons, dated 27th April, 1908, showing claims for damages to property, or personal injury or loss or damage on the Intercolonial Railway, which have been settled since 1st January, 1908; nature of the claims so settled; amount of damage claimed in each case; the settlements arrived at, and the names of the persons so settled with. Presented 27th April, 1908.—*Hon. G. P. Graham*.
Not printed.
- 205a.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of the Report of the Deputy Minister of Railways and Canals, and the Deputy Minister of Marine and Fisheries in reference to their meeting with delegates of the Boards of Trade of Prince Edward Island at Charlottetown in June last, to take into consideration the removal of the heavy freight and passenger rates on the Prince Edward Island Railway and the Intercolonial Railway, and on freight and passenger rates to and from Prince Edward Island; also all correspondence, telegrams, &c., in possession of the Government or any member or official relating thereto, and other questions discussed at said meeting. Presented 27th April, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 205b.** Return to an order of the House of Commons, dated 30th March, 1908, for a copy of all letters, telegrams and other documents relating to an accident which happened at Mulgrave, Nova Scotia, on the 3rd of December last, whereby Captain James Forrestall lost his life; and also the evidence taken at the investigation subsequently held by officers of the department and the report made thereon. Presented 7th May, 1908.—*Mr. Sinclair*.*Not printed.*
- 205c.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of trains, both freight and passenger, on the Intercolonial Railway breaking down or detained from defects in engines during the months of October, November and December, 1907, and the causes of such defects. Presented 18th May, 1908.—*Mr. Reid (Grenville)*.*Not printed.*
- 205d.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of locomotives on the Intercolonial Railway out of service on the 31st December, 1907, and the date of purchase of each engine out of service, from whom purchased, type of engine, passenger or freight, haulage capacity, when in efficient state of repair, when put out of service, and when last used. Presented 18th May, 1908.—*Mr. Reid (Grenville)*.*Not printed.*

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- 205e.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of tons of new steel rails lying along the line of the Intercolonial Railway unused, date when purchased, if required, and when to be used. Presented 18th May, 1908.—*Mr. Reid (Grenville)*.*Not printed.*
- 205f.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of locomotives in service on the Intercolonial Railway on the several Sundays in the months of October, November and December, 1907, hauling freight trains. Presented 18th May, 1908.—*Mr. Reid (Grenville)*.*Not printed.*
- 205g.** Return to an order of the Senate, dated the 12th May, 1908, for a copy of all the correspondence exchanged in 1906 and 1907, between Mr. L. C. A. Casgrain, of Nicolet, and Messrs. J. Butler, Deputy Minister of Railway and Canals, and T. C. Burpee, engineer, or any other persons in the Department of Railways and Canals, on the subject of the fences along the line of the Intercolonial Railway across the county of Nicolet and the neighbouring counties. Presented 21st May, 1908.—*Hon. Mr. Landry*.*Not printed.*
- 205h.** Return to an order of the House of Commons, dated 10th June, 1908, for copies of all accounts, vouchers, correspondence and other papers relating to a payment of \$8,399.68 to K. Falconer in connection with New Accounting System on Government Railways, as set out at Page W—192, Report Auditor General, 1906. Presented 10th June, 1908.—*Hon. G. P. Graham*.*Not printed.*
- 205i.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all correspondence, telegrams, reports and recommendations in possession of the Government, or any member or official thereof, with respect to improved railway service on the Belfast and Murray Harbour Branch Railway. Presented 10th June, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 206.** Return to an order of the House of Commons, dated 18th March, 1908, for a copy of all papers necessary to bring the information contained in Sessional Paper No. 90, 1907, up to date. (Robins Irrigation Company.) Presented 28th April, 1908.—*Mr. Ames*.*Not printed.*
- 207.** Certified copies of Reports of the Committee of the Privy Council, dated 30th March, 1908, and 16th April, 1908, approved by His Excellency the Administrator, and of the 28th April, 1908, approved by His Excellency the Governor General, on certain estimates of expenses in connection with the celebration of the founding of Quebec by Samuel de Champlain, submitted by the National Battlefields Commission for the sanction and approval of the Governor General in Council. Presented 30th April, 1908, by Sir Wilfrid Laurier.*Printed for sessional papers.*
- 208.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all correspondence, reports, telegrams, resolutions, petitions, &c., in possession of the Government or any member or official thereof, respecting the demand of the Charlottetown Board of Trade or any person in Prince Edward Island, for federal legislation to give sailing vessels and steamers equal rights in their proper loading turns at the coal ports in Nova Scotia and Cape Breton. Presented 5th May, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 209.** Return to an address of the Senate, dated 10th April, 1908, showing: 1. The number of automatic low pressure acetylene gas buoys which have been purchased by the Government during the years 1904-5-6-7 from the International Marine Signal Company, of Ottawa, giving each year separate, and the prices paid for the same. 2. Whether tenders were called for their supply; if so how many tenders were received, from whom, and the prices at which they were offered. 3. How many other gas buoys, beacons, whistling buoys and light appliances were purchased from the same company during the same period of time, the prices paid for the same; whether any tenders were called for; if so, the names of the tenderers and the prices asked. 4. The quantity of the carbide purchased by the Government during the years 1903-4-5-6-7, the price paid, from

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- whom purchased and whether by tender or otherwise. Presented 6th May, 1908.—*Hon. Sir Maekenzie Bowell*... ..*Not printed.*
- 210.** Return to an address of the Senate, dated 30th January, 1908, showing: 1. Has Mr. Michel Siméon Delisle, of the parish of Portneuf, in the county of Portneuf, merchant, and, since 1900, member of the House of Commons, at any time after the general elections of 1896, received any sum of money whatsoever coming from the federal treasury. 2. If so, when, how much, and for what object at each time. Presented 6th May, 1908.—*Hon. Mr. Landry*... ..*Not printed.*
- 211.** Return to an order of the House of Commons, dated 11th May, 1908, for a copy of the report made by Mr. Victor Gaudet as a result of the investigation held by him into charges preferred against E. Roy, foreman of works, under the Department of Marine and Fisheries; and of the evidence in connection therewith. Presented 11th May, 1908.—*Hon. L. P. Brodeur*... ..*Not printed.*
- 212.** Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, reports, and all other information, not already brought down, in possession of the Government or any member or official thereof, in reference to winter communication, and the construction of a tunnel between Prince Edward Island and the mainland of Canada. Presented 2nd July, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 213.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all tenders, contracts, correspondence, plans, specifications, certificates, schedules, and all other papers and documents, including settlement, agreements, claims or adjustments thereof, relating to the contract of Messieurs Murray & Cleveland to do the work at the eastern gap at Toronto Harbour, which work was completed in or about the year 1896. Presented 14th May, 1908.—*Mr. Maedonell*... ..*Not printed.*
- 214.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all letters, telegrams, memoranda and correspondence of every kind between the Minister of Marine and Fisheries, or any officer of his department, and any person or persons, respecting the purchase of supplies for the Department of Marine and Fisheries at Quebec, St. John, New Brunswick and Halifax, during the years 1892, 1893, 1894, 1895 and 1896. Presented 14th May, 1908.—*Mr. Johnston*... ..*Not printed.*
- 215.** Copy of a treaty between Great Britain and the United States concerning the fisheries in waters contiguous to the Dominion of Canada and the United States, signed at Washington on April 11, 1908. Presented 19th May, 1908, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers
- 215a.** Correspondence, orders in council and despatches in connection with the negotiation of a treaty between Great Britain and the United States concerning the fisheries in waters contiguous to the Dominion of Canada and the United States. Presented 4th June, 1908, by Sir Wilfrid Laurier...*Printed for both distribution and sessional papers.*
- 216.** Return to an order of the House of Commons, dated 29th January, 1908, showing the total expenditure by the Department of Public Works in Prince Edward Island over the following periods: 1873 to 1878; 1878 to 1896; 1896 to 1907; and the total expenditure by the Public Works Department in Prince county over periods 1873 to 1878; 1878 to 1882; 1882 to 1887; 1887 to 1891; 1891 to 1896; 1896 to 1900; 1900 to 1907, respectively. And the expenditures by the Public Works Department in the counties of Queen's and King's for the years and the periods of years above-mentioned. Also the total expenditures in said province by the Post Office Department, the Department of Railways and Canals, and the Department of Militia and Defence. And further, the total expenditures by the Department of Marine and Fisheries, including the development, propagation and preservation of the fisheries, and in the maintenance of winter communication across the Northumberland Straits, for the years and periods of years above referred to. Presented 26th May, 1908.—*Mr. Lefurgey*... ..*Not printed.*

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- 217.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, contracts and appointments of overseers in respect to Port Burwell Harbour, in the county of Elgin, Ontario, since 1st January, 1907; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on the said harbour, giving names of overseers and by whom appointed for the same. Presented 26th May, 1908.—*Mr. Marshall*.*Not printed.*
- 218.** Return to an order of the House of Commons, dated 6th May, 1908, showing the names of all persons who furnished supplies to the steamer *Petrel* between the 31st March, 1907, and 30th April, 1908, the amount paid to each such person, and the date of each payment. Presented 4th June, 1908.—*Mr. Chisholm (Huron)*.*Not printed.*
- 219.** Return to an order of the House of Commons, dated 19th February, 1908, (a) showing the revenue contributed by the province of British Columbia for each and every year from 1872-3 to 1905, inclusive, under the following heads: 1. Customs, 2. Chinese Immigration, 3. Inland Revenue, Excise, Weights and Measures, Gas Inspection, Electric Light Inspection, Methylated Spirits, Sundries, 4. Post Offices, 5. Public Works, Telegraphs, Esquimalt Graving Dock, Casual, 6. Experimental Farm, 7. Penitentiary, 8. Marine and Fisheries, Sick Mariners' Fund, Steamboat Inspection, examination of Masters and Mates, Casual and Harbours, Fisheries, 9. Superannuation, 10. Dominion Lands and Timber, 11. Vancouver Assay Office, 12. Miscellaneous, 13. Public Debt, 14. Any other source. And (b) showing expenditure by the Dominion of Canada on account of the province of British Columbia, for each and every year from 1872-3 to 1905, inclusive, under the following heads: 1. Public Debt, 2. Charges of Management, 3. Lieutenant Governor, 4. Administration of Justice, Judges, &c., 5. Penitentiary, 6. Experimental Farm, 7. Quarantine, 8. Immigration, 9. Pensions, &c., 10. Militia, 11. Public Works, Buildings, Harbours and Rivers, Dredging, 12. Telegraphs, Agency, 13. Mail subsidy, 14. Marine and Fisheries, Dominion Steamers, Lighthouses, Meteorological Marine Hospital, Steamboat Inspection, Miscellaneous, Fisheries, Fisheries Inspection, Hatcheries, 15. Indians, 16. Subsidies, 17. Dominion Lands, 18. Customs, 19. Inland Revenue, Excise, Weights and Measures, Gas and Electric Light, 20. Esquimalt Dry Dock, 21. Post Office, 22. Chinese Immigration, 23. Defences, Esquimalt, 24. Chinese Immigration Inquiry, 25. Bounty on Minerals, 26. Miscellaneous, 27. Vancouver Assay Office, 28. Railway Subsidies, 29. Any other source. Presented 10th July, 1908.—*Mr. Ross (Vale-Orillou)*.*Printed for distribution.*
- 220.** Return to an order of the House of Commons, dated 3rd February, 1908, showing during the last ten years how much money has been expended by years by this Government for printing and lithographing done outside of Canada; and for what reason such work was done out of Canada. Presented 4th June, 1908.—*Mr. Macdonell*.*Not printed.*
- 221.** Return to an order of the House of Commons, dated 5th June, 1908, for a copy of the evidence taken in the *Montcalm-Milwaukee* collision case, and a copy of the decision of the wreck commissioner and of the assessors on the collision. Presented 5th June, 1908.—*Hon. L. P. Brodeur*.*Not printed.*
- 222.** Return to an order of the House of Commons, dated 13th January, 1908, for the production of the following: 1. A copy of the appointment of Doctor Edmond Savard, of Chicoutimi, as paymaster for the county of Chicoutimi. 2. A copy of the instructions given to him as such regarding the validity of the receipts. 3. A copy of all correspondence that took place between Doctor Edmond Savard and the Department of Public Works of Canada in regard to the St. Fulgence pier, in the county of Chicoutimi. 4. A copy of all correspondence that took place between the Auditor General and the Department of Public Works regarding the said Doctor Edmond Savard, paymaster, concerning the St. Fulgence pier. 5. A copy of all the pay lists in connection with the said St. Fulgence pier during the period of time that the said Doctor Savard

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- was paymaster. 6. A copy of all the pay lists for works done to the wharfs of Chicoutimi and St. Alexis during the time that the said Doctor Savard was paymaster. Presented 9th June, 1908.—*Mr. Bergeron* *Not printed.*
- 223.** Return to an order of the House of Commons, dated 11th March, 1908, showing: 1. All lands or interests in lands granted by the Government to the Temperance Colonization Society, together with the dates of such grants, description of lands granted, consideration paid, or terms upon which such lands were granted, and all other particulars of sale. 2. Showing the terms of settlement or otherwise upon which such lands were granted, or held by the Society, and the conditions or regulations in force from time to time regarding such grants, and the holding thereof respectively. 3. Showing wherein or in what respect and with respect to what lands, the said Society lived up to, and complied with such conditions and regulations, and wherein the Society failed to comply therewith. 4. Showing what lands, if any, have been reclaimed by the Government from the Society for such non-compliance with such terms and conditions, or for any other cause or reason. 5. Showing what lands the said Society still hold, as far as known. 6. Showing whether the said Society is still in existence, and if so, who compose the same as far as known. 7. Also for a copy of all correspondence, reports, memoranda, orders in council, or other documents in possession of the Government, relating to the said Society or the lands granted thereto. Presented 10th June, 1908.—*Mr. Macdonell* *Not printed.*
- 224.** Return to an order of the House of Commons, dated 13th January, 1908, showing the number of men and the quantity of supplies, material and mails transported on Government account over the Qu'Appelle, Long Lake and Saskatchewan Railway, the Calgary and Edmonton Railway, the Lake Manitoba Railway and Canal Company, and the Winnipeg Great Northern Railway, with the cost of same at current transport rates, since the beginning of the contract arrangements made with each, up to date. Presented 17th June, 1908.—*Mr. Foster* *Not printed.*
- 225.** Supplementary Return to an order of the House of Commons, dated 17th December, 1906, for: 1. A copy of all leases and agreements between the Government, represented by the Department of Marine and Fisheries, and (a) the Athabasca Fish Company (J. K. McKenzie, Selkirk, Manitoba), or their assigns, Messrs. Butterfield & Dee; (b) A. McNee, Windsor, Ontario; (c) the British American Fish Corporation, of Montreal and Selkirk (F. H. Markey). 2. A copy of all reports, correspondence or documents, relating to or touching upon the application for securing of, transfer of, or enjoyment of any privileges under said leases. 3. A statement of all rentals, bonuses, or payments to the Government in respect of such leases to date. 4. All information in the possession of or procurable by the Government with reference to (a) the number of tugs, boats and men employed; (b) the quantity and value of nets used; (c) the number and value of fish taken; (d) the quantity of fish exported under each of said leases during the last period of twelve months, for which such figures are available. Presented 26th June, 1908.—*Mr. Ames* *Not printed.*
- 226.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all contracts, papers and other documents between the Government or the Department of Militia and Defence, or any member thereof, or any one acting for or on its behalf, and the Sutherland Rifle Sight Company, or any one acting for or on its behalf, relating to the purchase of rifle sights or any other materials. Presented 26th June, 1908.—*Mr. Worthington* *Not printed.*
- 227.** Return to an order of the Senate, dated 18th June, 1908, showing the tonnage entered at St. John, N.B., and Halifax, N.S., for the years 1905, 1906 and 1907. Also the value of imports for the same years at St. John, N.B., and Halifax, N.S., and also the value of exports for same year from St. John, N.B., and Halifax, N.S. Presented 7th July, 1908.—*Hon. Mr. Domville* *Not printed.*

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- 228.** Return to an order of the House of Commons, dated 13th July, 1908, for a copy of a memorandum by Major General P. H. N. Lake, C.B., C.M.G., Inspector General, upon that portion of the Report of the Civil Service Commissioners, 1908, which deals with the Military Administration of the Militia. Presented 13th July, 1908.—*Sir Frederick Borden*.*Printed for distribution.*
- 229.** Return to an order of the House of Commons, dated 13th January, 1908, showing the population of each town, village or other place in Canada, in which any public building has been erected at the expense of Canada since 1st January, 1897, or for a public building in which any public money has been voted, expended or appropriated since that date, together with a statement of the amount voted, expended or appropriated in each case, the total cost of each such building, the estimated total cost of any such building not yet completed, the purpose of each such building in each instance, the cost of the annual maintenance and upkeep thereof; and so that the said statement shall show the information aforesaid by division of the said towns, villages or other places in the following classes: Those having a population not exceeding 2,000, 3,000, 4,000, 5,000, 6,000, 7,000, 8,000, 9,000, 10,000; also giving the names of all other towns and villages in Canada of each of the said classes in which no such public buildings have been erected up to the present time. Presented 13th July, 1908.—*Mr. Borden (Carleton)*.*Not printed.*
- 230.** Return to an address of the Senate, dated 2nd July, 1908, showing: 1. The names of all senators and members of the House of Commons who have been appointed to office of emolument during the years 1896-7-8-9, 1900-1-2-3-4-5-6-7 and 8. 2. The name of the office to which each senator and member was appointed. 3. The salary attached to each office. Presented 14th July, 1908.—*Hon. Mr. Landry*.*Not printed.*
- 231.** Return to an order of the House of Commons, dated 10th February, 1908, for a copy of all petitions, letters, correspondence, reports, documents, papers, and other information in relation to the granting of a license in the year 1905 to E. H. McLennan and G. A. Redmond, both of River John, Nova Scotia, for the erection of a factory and to fish lobsters, with the date of such license. Presented 16th July, 1908.—*Mr. McLean (Queen's)*.*Not printed.*
- 231a.** Return to an address of the House of Commons, dated 23rd March, 1908, for a copy of all correspondence, telegrams, petitions, orders in council, applications for licenses, in possession of the Government or any member or official thereof, respecting the granting of lobster fishing and packing licenses in Prince Edward Island for the years 1904, 1905, 1906 and 1907-8, and the report of the inspectors thereon. Presented 15th July, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 232.** Return to an order of the House of Commons, dated 16th December, 1907, showing: The amounts paid by the various departments of the Government since July, 1896, for sites for the following purposes, respectively: (a) court houses; (b) Royal Northwest Mounted Police purposes; (c) jails or penitentiaries; (d) armouries; (e) post offices; (f) Dominion lands office; (g) land titles offices; (h) customs offices; (i) inland revenue; (j) weights and measures; (k) other Dominion Government purposes, in the following villages, towns or cities, respectively: Winnipeg, Brandon, Regina, Moosejaw, Medicine Hat, Lethbridge, Calgary, Macleod, Cardston, Pincher Creek, Red Deer, Lacombe, Wetaskiwin, Edmonton, Battleford, Prince Albert, Saskatoon, Yorkton and Dauphin. Presented 17th July, 1908.—*Mr. McCarthy (Calgary)*.*Not printed.*
- 233.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of specifications, tenders, contracts, orders in council, extension or renewal of contracts in connection with Quebec Harbour improvements in 1903, and subsequently; and of all letters, correspondence and memoranda in connection therewith; and also a statement of the sums of money paid on account of the work in and subsequent to 1903. Presented 17th July, 1908.—*Mr. Lennox*.*Not printed.*

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- 234.** Copy of a telegram from the Canadian Manufacturers' Association relative to the woollen industries, and Sir Wilfrid Laurier's reply thereto. Presented 18th July, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 234a.** Correspondence, &c., from the Canadian Manufacturers' Association relating to the woollen industries in Canada. Presented 20th July, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 235.** Return to an order of the Senate, dated 6th May, 1908, calling for copies of all correspondence with the Department of Inland Revenue and officers, referring to analysis of fertilizers and for the decision of the department on questions raised during the years 1906, 1907 and 1908, to date. Presented 18th July, 1908.—*Hon. Mr. Domville.* *Not printed.*

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

NINE MONTHS ENDED MARCH 31

1907

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1907



To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet : Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MY LORD :

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada, for the nine months ended March 31, 1907, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

RODOLPHE LEMIEUX,

Postmaster General.

POST OFFICE DEPARTMENT,

OTTAWA, October 1, 1907.

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REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1906-1907

POST OFFICE DEPARTMENT,

OTTAWA, September 11, 1907.

To the Honourable

RODOLPHE LEMIEUX, K.C., M.P.,

Postmaster General of Canada.

I have the honour to submit for your consideration the several statements annexed hereto, comprising the report for the fiscal period ended the 31st March, 1907. As, owing to the change which took place this year in the date of the fiscal year from the 30th June to the 31st March, the report covers the operations of nine months only, the progress which is characterizing the work of the Department cannot be represented as readily as in former years, when the Department was able to place the operations of the twelve months under review with the operations of a previous period of the same length.

Premising, therefore, that the statements hereunder deal with a period of nine months only, it is observed that the following increases took place during the fiscal period under consideration :

| | | | |
|------------------|--------------|---|-----|
| In the number of | Post Offices | an increase of | 236 |
| " | " | Postal Note Offices, an increase of | 355 |
| " | " | Money Order Offices " | 115 |
| " | " | Savings Bank Offices " | 32 |

The gross revenue of the Post Office for the nine months amounted to \$6,535,093.18, and the expenditure, which includes that of the Yukon and Atlin districts, amounted to \$5,452,791.59. The surplus, therefore, for the nine months is \$1,082,301.59.

In the number of miles of railway used for the conveyance of mails, there has been an increase of 544 miles during the last nine months. If the mileage of mails carried be computed on the twelve month basis, as has been done in other years, the increase in the mileage of mail service as compared with the twelve months preceding would be 617,478 miles.

On the same basis as the foregoing figures, the increase in the number of letters and post cards for twelve months would be 44,470,000, that is, 12½ per cent more than for the preceding twelve months.

The expansion of the service mentioned has involved an increase in the expenditure, which would amount to \$384,499.23, if the expenditure for the nine months had been continued for twelve months at the same rate.

There has been an increase in the value of Money Orders issued, which would amount to \$5,524,457.39 for twelve months, taking the nine months of the calendar year as the basis. On the same basis, the amount of the postal notes paid for twelve months would have exceeded the amount paid during the preceding year by \$341,605.09.

The Universal Postal Union held its periodical congress in Rome last year. A full report of what was accomplished at the congress will be found appended hereto.

POSTAGE STAMPS.

The stamp issue during the period covered by this report shows a marked and steadily growing increase over that of the like period of the preceding year. For the nine months ended 31st March, 1907, the issue represented in value a total of \$5,964,347.75 and in quantity a total of 329,189,095 pieces,—which, as compared with the corresponding months of the previous fiscal year, shows a growth of \$696,363.25 or 13½ per cent in the value, and of 40,755,253 pieces or 14 per cent in the volume of the output.

To meet the conditions of expansion in the Northwest and the special difficulties of prompt transmission of supplies in detail over great distances, the Department decided upon introducing a scheme of local distribution of stamps in that part of the Dominion. Accordingly, stamp depots were, on the 1st January, 1907, established at Winnipeg, Calgary and Vancouver under the charge, respectively, of the Postmasters of these cities, for the distribution of postage stamp supplies to Accounting offices within the Postal Divisions of which the cities named are the most convenient centres for such a purpose. These stamp depots are, of course, supplied direct from the Department (Postage Stamp Branch). The arrangement, which circumstances had thus made necessary, has been found to work satisfactorily by the Department as well as by the Postmasters immediately concerned.

Postage Due Stamps in three denominations (1c., 2c. and 5c.), as a means of accounting for short-paid postage collected by Postmasters were brought into use on the 1st July, 1906.

With a view to extending the facilities for the sale of postage stamps to the public a system of Stamp Permits was adopted. These, in addition to Stamp Licenses which remain unaffected in status, are obtained and held under the simplest conditions compatible with the safeguarding of the revenue, and the demand for them shows that they supply a considerable public need.

The number of duly authorized stamp vendors other than Postmasters in the Dominion on the 31st March, 1907, was 1,606,—an increase during the period under review of 406.

SESSIONAL PAPER No. 24

TABLE showing the number of Post Offices in operation ; also estimated number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the nine months ended March 31, 1907.

| Province. | Number of Offices in operation at end of fiscal year, 1907 | Estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the nine months ended March 31, 1907. | | | | | | | Fourth Class (Packets of Ordinary Merchandise and other open to examination). | Closed Parcels for United Kingdom and other countries. |
|---------------------------|--|---|-------------|---------------------|---------------|---------------------|---------------|---------------|---|--|
| | | Letters. | Post Cards. | Registered Letters. | Free Letters. | Third Class Matter. | | | | |
| | | | | | | | 1c. per 2 oz. | 1c. per 4 oz. | | |
| Ontario..... | 3,532 | 128,158,000 | 17,818,000 | 2,799,000 | 6,213,000 | 28,916,000 | 3,036,000 | 2,696,000 | 23,700 | |
| Quebec..... | 2,121 | 51,743,000 | 4,352,000 | 1,370,000 | 1,139,000 | 8,227,000 | 1,295,000 | 641,000 | 10,330 | |
| Nova Scotia..... | 1,897 | 17,117,000 | 1,438,000 | 363,000 | 407,000 | 1,360,000 | 289,000 | 301,000 | 3,630 | |
| New Brunswick..... | 1,310 | 11,290,000 | 1,034,000 | 255,000 | 242,000 | 1,171,000 | 240,000 | 160,000 | 1,760 | |
| Prince Edward Island..... | 415 | 2,086,000 | 139,000 | 51,000 | 17,000 | 290,000 | 31,000 | 20,500 | 85 | |
| British Columbia..... | 458 | 18,150,000 | 890,000 | 418,000 | 333,000 | 1,850,000 | 358,000 | 154,000 | 7,200 | |
| Manitoba..... | 633 | 23,557,000 | 1,473,000 | 530,000 | 152,000 | 3,029,000 | 356,000 | 185,000 | 5,430 | |
| Alberta..... | 387 | 8,121,000 | 510,000 | 190,000 | 157,000 | 1,011,000 | 123,000 | 61,000 | 1,870 | |
| Saskatchewan..... | 575 | 9,203,000 | 580,000 | 217,000 | 177,000 | 1,187,000 | 140,000 | 75,000 | 2,130 | |
| Yukon..... | 19 | 553,000 | 30,000 | 11,000 | 9,000 | 61,000 | 7,000 | 3,000 | 120 | |
| Total..... | 11,377 | 273,071,000 | 28,270,000 | 6,251,000 | 9,176,000 | 47,138,000 | 5,875,000 | 1,300,500 | 56,225 | |

INCREASE IN LETTERS CARRIED.

The estimated increase in the number of letters carried for 12 months (based on the sale of stamps during the 9 months of the fiscal year ended March 31, 1907), is 40,451,000. The increases for the years since 1896 have been as follows:—

| | |
|--|------------|
| 1897..... | 7,802,000 |
| 1898 | 11,145,000 |
| 1899..... | 15,400,000 |
| 1900 (2c rate adopted)..... | 27,917,500 |
| 1901 | 23,357,000 |
| 1902 | 21,978,000 |
| 1903 | 22,163,000 |
| 1904..... | 23,399,000 |
| 1905..... | 26,351,000 |
| 1906..... | 38,103,000 |
| 1907 (for 12 months, on basis of fiscal 9 months)..... | 40,451,000 |

INCREASE IN REVENUE, &c.

The net revenue for 12 months based on the revenue of the 9 months of the fiscal year ended March 31, 1907, compared with the previous year, shows an increase of \$815,802.71.

PREVIOUS INCREASES.

| | |
|----------------|--------------|
| 1898 | \$324,871 27 |
| 1899..... | *344,878 77 |
| 1900 | 1,053 25 |
| 1901 | 237,208 02 |
| 1902 | 466,933 91 |
| 1903..... | 478,001 65 |
| 1904 | 286,196 99 |
| 1905..... | 473,047 93 |
| 1906 | 807,969 86 |

* Decrease.

The surplus of revenue over expenditure for the 9 months of the fiscal year ended March 31, 1907, was \$1,082,301.59.

PREVIOUS RECORD

| | Deficit. | Surplus. |
|----------------|--------------|--------------|
| 1896 | \$781,152 19 | ..... |
| 1897 | 586,539 92 | ..... |
| 1898 | 47,602 30 | ..... |
| 1899 | 398,917 79 | ..... |
| 1900 | 461,661 87 | ..... |
| 1901 | 416,183 99 | |
| 1902 | | \$ 5,109 14 |
| 1903 | | 395,268 11 |
| 1904 | | 304,783 90 |
| 1905 | | 490,844 89 |
| 1906 | | 1,011,765 31 |

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Statement of Post Offices in operation in Canada on March 31, 1907, showing number of Post Offices closed during past nine months and net increase, also increase in number of Offices during the last ten years.

| | |
|---|--------|
| Number of Post Offices in operation on March 31, 1907 . . . | 11,377 |
| Number of Post Offices established from June 30, 1906, to March 31, 1907 | 303 |
| Number of Post Offices closed during same period | 67 |
| Net increase | 236 |

INCREASE IN TEN YEARS

| | |
|--|--------|
| Total number of Post Offices in 1897 | 9,191 |
| " " " 1907 | 11,377 |
| Increase | 2,186 |

INCREASE IN POSTAL NOTE OFFICES, MONEY ORDER OFFICES AND SAVINGS BANK OFFICES FOR THE NINE MONTHS.

| | |
|---|-----|
| Increase in number of postal note offices | 355 |
| " " money order offices | 115 |
| " " savings bank offices | 32 |

Yearly increase in number of offices established since 1896 :

| | Money Order. | Savings Bank. | Postal Note (Established 1898-99). |
|----------------------------------|-----------------|------------------|--|
| 1896 | 49 | 24 | |
| 1897 | 39 | 24 | |
| 1898 | 390 | 35 | |
| 1899 | 40 | 24 | |
| 1900 | 68 | 9 | 520 |
| 1901 | 57 | 48 | 596 |
| 1902 | 162 | 20 | 1,245 |
| 1903 | 59 | 19 | 1,183 |
| 1904 | 89 | 27 | 918 |
| 1905 | 280 | 28 | 841 |
| 1906 | 182 | 22 | 780 |
| 1907 (9 months period) | 115 | 32 | 355 |

TOTAL AMOUNT OF MONEY REMITTED BY MONEY ORDERS AND
POSTAL NOTES.

(The figures for 1907 are for 12 months, based on the business of the 9 months of the
fiscal year ended March 31, 1907.

| | |
|------------------------------------|----------------|
| Year ended June 30, 1896 | §13,081,860 62 |
| " " 1897 | 12,987,230 88 |
| " " 1898 | 14,518,480 22 |
| " " 1899 | 15,239,486 69 |
| " " 1900 | 17,499,045 81 |
| " " 1901 | 19,415,273 62 |
| " " 1902 | 25,251,871 92 |
| " " 1903 | 28,914,296 82 |
| " " 1904 | 32,551,562 70 |
| " " 1905 | 36,229,050 84 |
| " " 1906 | 42,063,237 25 |
| " " 1907 | 47,929,299 73 |

POST OFFICE SAVINGS BANK.

| | Nine months ended March 31, 1906. | Nine months ended March 31, 1907. |
|---|---|---|
| New offices opened | 14 | 32 |
| Number of deposits | 178,767 | 186,916 |
| Amount of deposits | §8,206,918 00 | §8,803,233 00 |
| Number of withdrawals | 79,974 | 79,338 |
| Amount of withdrawals | §9,084,625 32 | §9,330,766 39 |
| Number of accounts opened | 28,632 | 30,282 |
| Number of accounts closed | 29,347 | 30,849 |
| Number of accounts transferred from Dom. Gov't Savings Bank | 879 | 3,310 |
| Amount of transfers | §559,593 31 | §1,216,168 80 |
| Number of accounts remaining open at close of period | 165,702 | 167,285 |
| Balance due depositors | §45,099,134 34 | §47,452,937 75 |

MAIL SERVICES BY LAND ROUTES.

NUMBER OF CONTRACTS LET BY TENDER.

| | |
|---|-------------|
| For services previously in operation | 747 |
| For new services | 92 |
| | 839 |
| Aggregate amount paid under all contracts let during the year | §193,401 62 |
| Amount to be paid additional on contracts relet esti- mated for usual term of four years | 161,836 60 |
| Mileage of stage routes | 16,812,415 |
| Mileage of previous year | 16,691,367 |
| Increase | 121,048 |

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The following changes were made in the frequency of mail service of Post Offices in operation during the period of nine months ending March 31, 1907.

- From monthly to fortnightly, 3 offices.
- From fortnightly to weekly, 2 offices.
- From weekly to semi-weekly, 68 offices.
- From weekly to tri-weekly, 8 offices.
- From weekly to daily, 7 offices.
- From weekly to seven times weekly, 1 office.
- From weekly to semi-daily, 1 office.
- From semi-weekly to tri-weekly, 88 offices.
- From semi-weekly to four times weekly, 3 offices.
- From semi-weekly to daily, 20 offices.
- From semi-weekly to semi-daily, 1 office.
- From tri-weekly to four times weekly, 1 office.
- From tri-weekly to daily, 48 offices.
- From tri-weekly to fourteen times weekly, 1 office.
- From tri-weekly to four times daily, 1 office.
- From four times weekly to daily, 12 offices.
- From four times weekly to semi-daily, 2 offices.
- From daily to seven times weekly, 5 offices.
- From daily to semi-daily, 64 offices.
- From daily to fourteen times weekly, 27 offices.
- From daily to three times daily, 1 office.
- From seven times weekly to semi-daily, 1 office.
- From seven times weekly to fourteen times weekly, 2 offices.
- From nine times weekly to ten times weekly, 2 offices.
- From semi-daily or more frequently to a greater frequency, 119 offices.

RAILWAY MAIL SERVICE.

During the fiscal years 1906-07, 544·5 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mails were carried on March 31, 1907, of 20,818·5.

The following statement shows the details of such additional service:—

| Railway. | Terminal Points. | Distance in Miles. | Service. |
|---|--|--------------------|-----------------------------|
| Canadian Northern Ry..... | Melfort and Prince Albert, Sask. . . . | 62·4 | B.C. tri-weekly. |
| " " | Greenway and Wakopa, Man. | 47·1 | " " " ex. Sunday. |
| Canadian Northern Ontario Ry. | Toronto and Parry Sound, Ont..... | 149 | B.C. daily ex. Sunday. |
| Canadian Pacific Ry..... | Camrose and Hardisty, Alta..... | 69·5 | B.C. daily ex. Sunday. |
| " " | Alix and Stettler, Alta. | 22·9 | B.C. daily ex. Sunday. |
| " " | Winnipeg Beach and Gimli, Man..... | 9·4 | B.C. daily ex. Sunday. |
| Halifax & South Western Ry.. | Liverpool and Barrington Passage, N.S. | 86 | B.C. tri-weekly. |
| Intercolonial Railway..... | Chatham and Loggieville, N.B..... | 5 | B.C. semi-daily ex. Sunday. |
| Prince Edward Island Ry..... | Murray Harbour and Charlottetown, P.E.I. | 47·8 | R. P. O. daily ex. Sunday. |
| " " | Montague Jctn. and Montague Bridge, P.E.I. | 6·4 | B.C. daily ex. Sunday. |
| Quebec Central Railway. . . . | Beauceville and St. George, Que..... | 18 | R. P. O. daily ex. Sunday. |
| " " | Beauceville and St. George, Que..... | 18 | B.C. daily ex. Sunday. |
| Timiskaming & Northern Ontario Railway..... | Heaslip and Englehart, Ont..... | 3·00 | B.C. daily ex. Sunday. |
| | | 544·5 | |

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RAILWAY MAIL SERVICE—*Continued.*

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

| Railway. | Terminal Points. | Distance in Miles. | Particulars. |
|------------------------------------|-------------------------------|--------------------------|---|
| Canadian Northern Ry. | North Battleford—Edmonton. | 254·3 | B.C. superseded by R.P.O. |
| " | " Winnipeg—Oak Point. | 65·8 | B.C. increased from semi to tri-weekly |
| " | " Port Arthur—Stanley Jctn. | 19·1 | Additional semi-weekly service by B.C. |
| " | " Winnipeg—Edmonton. | 827 | R.P.O. increased from six to seven days per week. |
| Canadian Pacific Ry. | Winnipeg—Emerson | 63·9 | B.C. superseded by R.P.O. |
| " | " Winnipeg—Gretna | 69·3 | R.P.O. superseded by B.C. |
| " | " Calgary—Strathcona | 191·8 | B.C. Sundays superseded by R.P.O. |
| " | " Lacombe—Stettler | 49·6 | B.C. increased from tri-weekly to daily except Sunday. |
| " | " Wetaskiwin—Hardisty | 95 | B.C. increased from tri-weekly to daily except Sunday. |
| " | " Elkhorn—Strassburg | 207 | B.C. superseded by R.P.O. |
| " | " Winnipeg—Gimli | 58·1 | B.C. increased from tri-weekly to daily except Sunday. |
| " | " Brandon—Regina | 239·3 | B.C. superseded by R.P.O. |
| " | " Macleod—Calgary | 106·4 | Additional weekly service by B.C. |
| " | " Macleod—Lethbridge | 36 | B.C. service daily except Sunday, one way. |
| " | " Deloraine—Lyleton | 36·5 | B.C. superseded by R.P.O. |
| " | " Montreal—Sault Ste. Marie | 613·40 | R.P.O. increased from six to seven days per week. |
| " | " Vanceboro—St. John, N.B. | 90·1 | B.C. superseded by R.P.O. |
| " | " St. Jerome—St. Agathe | 30·33 | Additional tri-weekly service by B.C. |
| " | " Lindsay—Bobcaygeon | 16·1 | Additional service by B.C. daily except Sunday. |
| Grand Trunk Ry. | Bridgeburg—Brantford | 76·43 | B.C. superseded by R.P.O. |
| " | " Port Hope—Blackwater Jctn. | 72·64 | " " |
| " | " Sutton West—Stouffville | 25·22 | Additional service by B.C. daily except Sunday. |
| Halifax & Southwestern Railway | Halifax—Barrington Passage | 198·2 | Additional tri-weekly service by B.C. |
| Hampton & St. Martin's Railway | Hampton—St. Martins, N.B. | 30 | Additional service by B.C. daily except Sunday. |
| Intercolonial Ry. | North Sydney—Sydney Mines | 2·7 | Additional service by B.C. daily except Sunday. |
| Quebec & Lake St. John Railway | Quebec, Roberval—Chicoutimi | 227 | Additional weekly service by B.C. each way. |
| Quebec, Montreal and Southern Ry. | St. Hyacinthe—Iberville Jctn. | 29·3 | Additional service by B.C. daily except Sunday. |
| Timiskaming & Northern Ontario Ry. | New Liskeard—Englehart | 26 | B.C. increased from tri-weekly to daily, except Sunday. |

DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the nine months ended March 31, 1907, were as follows :—

Number of letters originating in Canada returned as undelivered (dead)—

| | |
|--|---------|
| By British Post Office..... | 28,968 |
| By United States Post Office..... | 117,363 |
| By British colonies and foreign countries..... | 4,273 |

150,604

LESS—Registered letters included in above and
transferred to registered class

1,993

148,611

Books, packets, &c., received from foreign countries....

53,057

201,668

Dead letters, circulars, postal cards, &c., returned from

Canadian post offices.....

1,119,781

Dead letters registered found to contain value.....

19,798

Dead letters, circulars, postal cards, &c., sent to the Dead

Letter Office for special reasons, such as insufficient

address, non-payment of postage, &c.....

319,391

1,458,970

Of these letters, &c. 14,700 contained articles of value or were registered.

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STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from July 1, 1875 to March 31, 1907.

| Year. | Estimated number of letters posted in Canada during the year ended June 30. | Number of unpaid letters sent to the Dead Letter Branch during the same period. | Proportion. |
|--------------------------|---|---|-------------|
| 1876..... | 41,000,000 | 114,610 | One in 364 |
| 1877..... | 41,510,000 | 97,470 | " 425 |
| 1878..... | 44,000,000 | 77,740 | " 570 |
| 1879..... | 43,900,000 | 44,020 | " 997 |
| 1880..... | 45,800,000 | 41,666 | " 1,090 |
| 1881..... | 48,170,000 | 42,123 | " 1,143 |
| 1882..... | 56,200,000 | 41,260 | " 1,362 |
| 1883..... | 62,800,000 | 41,410 | " 1,516 |
| 1884..... | 66,100,000 | 42,319 | " 1,562 |
| 1885..... | 68,400,000 | 41,267 | " 1,660 |
| 1886..... | 71,000,000 | 44,166 | " 1,607 |
| 1887..... | 74,300,000 | 47,553 | " 1,562 |
| 1888..... | 80,200,000 | 47,371 | " 1,694 |
| 1889..... | 92,668,000 | 48,648 | " 1,904 |
| 1890..... | 94,100,000 | 29,041 | " 3,239 |
| 1891..... | 97,975,000 | 27,304 | " 3,581 |
| 1892..... | 102,850,000 | 28,603 | " 3,595 |
| 1893..... | 106,200,000 | 28,311 | " 3,754 |
| 1894..... | 107,145,000 | 27,820 | " 3,851 |
| 1895..... | 107,565,000 | 27,178 | " 3,957 |
| 1896..... | 116,028,000 | 27,389 | " 4,236 |
| 1897..... | 123,830,000 | 35,590 | " 4,339 |
| 1898..... | 135,975,000 | 29,253 | " 4,614 |
| 1899..... | 150,375,000 | 36,253 | " 4,147 |
| 1900..... | 178,292,500 | 40,254 | " 4,429 |
| 1901..... | 191,650,000 | 40,361 | " 4,748 |
| 1902..... | 213,628,000 | 44,382 | " 4,749 |
| 1903..... | 235,791,000 | 54,889 | " 4,296 |
| 1904..... | 259,190,000 | 58,502 | " 4,430 |
| 1905..... | 285,541,000 | 59,663 | " 4,785 |
| 1906..... | 323,644,000 | 72,532 | " 4,462 |
| 1907 (for 9 months)..... | 273,071,000 | 67,304 | " 4,057 |

POSTAL STORES.

STATEMENT of Expenditure for the Fiscal Year ended June 30, 1906 and the Fiscal Year (nine months) ended March 31, 1907.

| Items of Expenditure. | 1906. | | 1907 (9 months). | |
|---|---------|------|---------------------|------|
| | § | cts. | § | cts. |
| Inside service— | | | | |
| Printing..... | 12,954 | 30 | 10,105 | 03 |
| Stationery..... | 7,767 | 57 | 5,589 | 24 |
| Total..... | 20,721 | 87 | 15,694 | 27 |
| Outside service-- | | | | |
| Printing..... | 44,258 | 93 | 30,812 | 55 |
| Stationery..... | 22,493 | 32 | 20,738 | 80 |
| Total printing and stationery..... | 66,752 | 25 | 51,551 | 35 |
| Mail bags, mail locks, &c..... | 45,647 | 06 | 52,947 | 08 |
| Miscellaneous, stamping material, scales, letters boxes, letter carriers' uniforms, &c..... | 49,354 | 60 | 44,179 | 28 |
| Total..... | 161,753 | 91 | 148,677 | 71 |
| Total expenditure, inside and outside service..... | 182,475 | 78 | 164,371 | 98 |

Detailed statements of the transactions of the Branch during the year, also the balance of stores in stock on June 30, 1906, and on March 31, 1907, will be found in Appendix 'K'.

I have the honour to be, sir,

Your obedient servant,

R. M. COULTER,

Deputy Postmaster General.

POST OFFICE DEPARTMENT,

OTTAWA, December 10, 1906. *

SIR,—Having acted, under appointment of the Governor in Council, as the representative of the Canadian Post Office Department at the Congress of the Universal Postal Union, which was held this year in Rome, I have the honour to make the following report respecting the proceedings of the Congress:—

The Congress, which was composed of the representatives of 59 countries or colonies, and 4 officials of the International Office, each of which had a vote on the various matters presented for consideration, was formally opened on the 7th April in the presence of their Majesties the King and Queen of Italy. After the presentation of credentials by the delegates, the Congress adjourned until Monday, the 9th April, when an address of welcome was made by the Under Secretary of State for the Post and Telegraph Service of Italy. Commander Carlo Gamond, Director General of the Italian Post Office, was then elected President of the Congress, and committees were appointed to consider and report upon the various propositions submitted to the Congress.

There were three Committees arranged, the first to deal with the Principal Convention and the working regulations thereunder; the second, to deal with the Parcel Post, Insured Letters and Boxes; and the third, to deal with Money Orders, the arrangements for the Collection of Drafts, &c., and newspaper subscriptions. The first committee, which was the only one dealing with subjects which concerned the whole Congress, was the most important one and was made up of representatives of the following countries:—

| | | |
|--------------------|---------------|--------------------------|
| Argentine Republic | Germany | Portugal |
| Australasia | Great Britain | Russia |
| Austria | Holland | Spain |
| Belgium | Hungary | Sweden |
| British India | Italy | Switzerland |
| Canada | Japan | Turkey |
| Denmark | Mexico | United States of America |
| Egypt | Norway | Uruguay. |
| France | | |

Your representative gave close attention to the work of this Committee, and attended all the meetings of the full Congress, as well as the meetings of the other Committees.

Taking up the more important matters, in the order in which they were discussed, the first is that relating to the Transit Charges, or the rates which each Administration carrying the mails of another Administration on their way to their destination, is entitled to charge for the services it renders in this regard. Up to the present, the Land

Transit charge has been fixed at one rate per kilogramme of letters and post cards and one rate per kilogramme of all other matter. Thus whether the mails were carried no more than 10 miles across a corner of one of the States of Europe or nearly 4,000 miles across Canada from the Atlantic to the Pacific, the amount per kilogramme was exactly the same. The United States Department has always refused to accept this principle in fixing its transit charges for the conveyance of foreign mails between New York and San Francisco, and, although there was nothing in the nature of the service which would entitle it to be regarded, in the Postal Union sense, as an extraordinary service, it has been allowed the special rates accorded to extraordinary services, the ground for the acquiescence of the Postal Union Congress being that the great length of the travel and the difficulties attending the performance of the service differentiated it from all other land services. The Transit charges for this United States Transcontinental service were, therefore, 6 francs (\$1.20) per kilogramme ($2\frac{1}{5}$ lbs.) of letters and post cards and 2 francs (40 cents) per kilogramme of all other matter. The Canadian Post Office, though performing a service from the Atlantic to the Pacific, in all respects identical with that across the territory of the United States, has only been receiving the ordinary rate of 1 franc, 70 centimes (34 cents) per kilogramme of letters and post cards, and $21\frac{1}{4}$ ($4\frac{1}{4}$ cents) centimes per kilogramme of other matter. With this state of affairs before it, Canada, in submitting its proposition for discussion at the Congress, demanded that its Transcontinental service should be put on the same footing as that in the United States, that is, that the rates it might charge for the conveyance of foreign mails across Canada should be 6 francs instead of 1 franc 70 centimes per kilogramme for letters and post cards, and 2 francs instead of $21\frac{1}{4}$ centimes per kilogramme for all other articles. Congress, however, was very reluctant to admit any extension of the principle, which had been granted most unwillingly to the United States, and the British Post Office made a proposition, which it was considered by Canada would meet its case and at the same time be in strict accordance with the principles of the Postal Union Convention. The British proposal was, shortly, to recognize distance as an element in fixing the transit rates for conveyance by land. It was proposed that, instead of one universal rate, no matter what the distance of the conveyance, the rate should be, for the first 3,000 kilometres (1,875 miles), on letters and post cards 1 franc, 50 centimes, (30 cents) per kilogramme, and for all other articles 20 centimes (4 cents) per kilogramme; between 3,000 and 6,000 kilometres, the rates should be doubled; between 6,000 and 9,000 kilometres trebled; and above 9,000 kilometres quadrupled. These rates, which were adopted in recognition of the special difficulties and expense incident to the maintenance of a service across countries so vast in extent as Canada and the United States, abolish the special rates which the United States has hitherto enjoyed until the new principle in question was accepted by Congress. This Department is convinced that the settlement of this difficulty on these satisfactory lines was due in a considerable measure to the steadfastness with which it insisted on keeping the matter before Congress. It is no more than justice to recognize the interest with which the proposition was pressed forward by the British delegation, under the leadership of Mr. H. Babington Smith; and, also, the willingness the United States delegation manifested to give up their special privileges, with the prospect of the question being settled on an equitable basis.

The changes in the rates are in all respects of advantage to Canada. The minimum rate, which is the only one Canada pays to other countries, is reduced from 1 franc 70

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centimes (34 cents) to 1 franc 50 centimes (30 cents), nearly 12 per cent. Canada carries for other countries comparatively little at this rate, only the matter which passes between the United States and Newfoundland on the Atlantic, and on the Pacific between the United States and points in Eastern Asia, which are carried to and from Seattle, Washington, and Vancouver or Victoria. The higher charges (double and triple the ordinary charge) are those Canada is entitled to demand for the conveyance of mails between all countries in Europe and points in Asia and Australia, except such as is carried under the British C. P. R. contract.

The Maritime Transit charges have been reduced considerably by the last Congress. The rate for 300 miles has been lowered from 1 franc, 70 centimes (34 cents), to 1 franc, 50 centimes (30 cents), and the rate to and from Europe, which is at present 5 francs (\$1.00) per kilogramme of letters and post cards, will be 4 francs (80 cents), under the new Convention. The rate for conveyance over 1,500 nautical miles, not between North America and Europe, which is now 10 francs (\$2.00) per kilogramme of letters and parcels, has been lowered to 8 francs (\$1.60). These reductions, which, for the European route and the longer routes, is to the extent of 20 per cent, will enure to Canada's advantage.

There has also been a great simplification effected in the method of taking the statistics on which the accounts for transit service are based. Under former conventions efforts were made to arrive at an exactitude of statement, which experience has shown to be impossible, and which called for an expenditure of labour out of all keeping with the results to be attained. The work has been of so complicated a character that the countries of the Postal Union are still settling their accounts on the basis of statistics taken in 1896. There can be little relation between the amounts due under those statistics and the service performed for the last few years, but the erroneous accounts based on antiquated statistics are thought a smaller evil than the taking of new statistics by the old method. The new method will undoubtedly furnish results quite as satisfactory as those obtained under the former method, and with very much less trouble.

Under the former method, it was endeavoured to keep accounts, during the month in which statistics were taken, covering the net weight of mails passing between all the offices which correspond with one another throughout the Union, and the data of the accounts included not only the mails which were sent between office and office in closed bags, which of course could be weighed, but, also, the weight of all the correspondence sent in what is known as open mail. Correspondence sent in open mail is that which is sent on its way to its destination, not in closed bags which remain intact until the destination is reached, but in the closed mails for other offices. Thus, when the exchange offices in Canada wish to send correspondence to Egypt or Turkey, for instance, they would not probably have enough to make it worth while to make up a locked bag. These offices, therefore, send this correspondence for Egypt and Turkey, to Great Britain with the ordinary mails for that country. The British Exchange Office would then take the next step towards expediting the correspondence, either putting it with the closed mails it makes up for the country of destination, or, if the quantity of correspondence it has is too small for closed mails, sending it in open mail to some continental office.

Thus correspondence sent in open mail gave a great deal of trouble in the weighing. Very often there would be no more than two or three letters to be sent by an exchange office to a distant country, but the total of this had to be taken and recorded as carefully as if the correspondence filled a bag. The result was a large number of accounts for infinitesimal amounts, which undoubtedly cost more in the way of labour and paper to prepare than the value of the accounts. This is now being remedied. Instead of attempting to separate and weigh the small quantities of correspondence going in a single mail to several countries, the exchange office treats all the correspondence going in open mail to an exchange office in another country as if it were destined for one country, and instead of weighing it, the exchange office counts it, merely dividing the correspondence into letters, post cards, and other articles. A record of the number of pieces of each class is sent on a slip with the mail, and can easily be verified by the receiving exchange office. The transit charge for each letter sent in open mail is 6 centimes (about $1\frac{1}{3}$ cents), for each postal card $2\frac{1}{2}$ centimes ($\frac{1}{2}$ cent), and for each piece of other matter $2\frac{1}{2}$ centimes ($\frac{1}{2}$ cent).

The weighing of the closed mails has also been made easier by taking as the basis the gross weight which is obtained when the mails are all ready for shipment, and deducting 10 per cent for the weight of the bags. The former practice of taking the actual net weight made it necessary either to weigh all the separate pieces, or to weigh both the bag and its contents and the bag without the contents, and make the necessary deductions. The comparative ease with which it is anticipated the necessary statistics will be taken under the new methods has led to the Congress adopting a further resolution that the rates should be revised every six years, in accordance with the statistics to be taken prior thereto. As the facilities which Canada is able to offer for the conveyance of foreign mails by land and sea are steadily increasing in importance, it is to Canada's interest to have the transit charges revised at comparatively short intervals, and consequently your representative supported this proposition strongly.

As connected with the subject of Transit charges, it should be noted that, under the Convention just concluded, all accounts for both land and sea transit will be settled by the different Administrations through the clearing house at Berne. Hitherto, the accounts for sea transit have been settled between the Administrations concerned, and there will be considerable improvement through including all accounts in the clearing house arrangement. In order to avoid accounts for small amounts, it has been decided to take no notice of balances between two Administrations which do not exceed 1,000 francs, or \$200 a year. The present arrangement for the elimination of small accounts is to disregard the accounts of countries, whose whole receipts and disbursements on land transit account does not exceed 5,000 francs. The arrangement adopted at the Rome Congress, will include sea as well as land transit accounts.

POSTAL RATES.

In the letter rates, an important reduction has been made. Hitherto, the postage on letters passing between the countries of the Postal Union has been 25 centimes per 15 grammes. In those countries which used the British or the decimal currency, and the weight avoirdupois, the rate has been $2\frac{1}{2}$ d. or 5c. per $\frac{1}{2}$ ounce. The $\frac{1}{2}$ ounce, though closely approximating, is not quite as much as 15 grammes, and from time to time com-

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plaints have been made that the people of England, Canada and the United States do not get as great a benefit from the rate, as the people of those countries in which the metrical system is in use.

This will all be changed, however, when the next Convention comes into operation. Under the Convention, the rate on letters will be 25 centimes for the first 20 grammes or fraction thereof, and 15 centimes for each succeeding 20 grammes or fraction thereof. The countries using the British or the decimal currency and avoirdupois weight are allowed to treat the ounce as equivalent to 20 grammes, although an ounce is equal to rather more than 28 grammes. The rate, therefore, in this country will be 5 cents for the 1st ounce or fraction thereof, and 3 cents for each succeeding ounce or fraction thereof. The advantage to the public from these rates will be very great. In writing a letter abroad of moderate length, it will no longer be necessary to use paper so thin as to make the writing almost illegible, and if one wants to send a heavier letter, the diminution in the charge will be very considerable. Thus an article put up as a letter, weighing just within 2 ounces, will at present cost for postage 20 cents; under the new rates, the cost will only be 8 cents. A letter weighing 4 ounces now costs 40 cents for postage; under the new convention, the charge will be only 14 cents.

These rates, it will be observed, afford a very considerable decrease in the charges on the heavier letters. The charge of 8 cents for a letter, which with the present unit of weight— $\frac{1}{2}$ ounce—contains four rates, is only 2 cents per rate; so that the reduction is a long step in the direction of an universal penny postage. The rates of postage adopted, when they come to be understood, cannot fail to create a strong public sentiment in favour of penny postage, which will be found effective when the next Congress meets.

There will be a gain to the clerks in the handling of British and foreign letters hereafter, from the fact that the unit of weight will be the same for domestic and foreign correspondence. Clerks handling letters acquire a great skill in applying the unit of weight by the mere sense of touch, without having much recourse to the scales. Where, however, there are two units or standards of weight, the clerks do not have the same certainty in depending on their sense of weight.

COMPENSATION FOR LOST REGISTERED LETTERS.

Ever since the Postal Union was formed, provision has been made for compensation for the loss of registered articles which take place in the International mail service. The amount of compensation has been fixed at 50 francs or £10. The clause providing for this compensation, however, has not been obligatory on the countries within the Union, as the Union has been compelled to recognize the fact that there were certain countries which would not admit the expediency of granting compensation in such case in their domestic relations, and these could not be expected to concede the principle in the case of International mails. In the case of Canada, the principle of assuring letters was not recognized until 1904, and consequently it has not hitherto been in a position to accept this clause of the Convention. Since the disability of Canada in this matter has been removed, it seemed very desirable that the administration in this country

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should conform, on this point, to the principle governing the Postal Union as a whole, and your representative announced that Canada was prepared to accept the clause granting compensation up to 50 francs, when the new Convention came into force.

As a consequence, Canada will be in line with all the leading countries in this important matter, with the coming into operation of the Convention enacted in Rome.

PREPAYMENT OF REPLIES TO LETTERS.

This is a matter which has engaged the attention of the last two or three Postal Congresses. There are always persons, who in writing a letter desire, for a variety of reasons, to prepay the reply and so save their correspondent from any expense in the matter. Various ingenious schemes have been submitted to the different countries, but they have hitherto been open to sufficient objection to preclude their general acceptance. Among the propositions have been several in favour of universal postage stamps. None of these, however, have been free from either the liability to counterfeit or the probability of being used for speculative purposes, the differences in the intrinsic value of the 25 centimes, viz., the face value of the stamps in different countries furnishing the occasion for speculation. There was, however, submitted to Congress at Rome by the British Office a scheme which, as it seemed to overcome all the difficulties suggested, was adopted by Congress. The scheme was simply a coupon exchangeable anywhere for 25 centimes or its equivalent. Any person wishing to prepay a reply to a letter he is writing purchases one of these coupons at his post office and incloses it in his letter. This correspondent desiring to turn the coupon to account tenders it at his office and receives in exchange a postage stamp for 25 centimes, or its equivalent in that country. To prevent speculation, these coupons though exchangeable for a stamp of the value of 25 centimes only, are to be sold at not less than 28 centimes, thus providing a safe margin against differences of exchange values. The coupons are to be issued from Berne, and to be safeguarded against counterfeiting by watermarks.

In the settlement of the accounts arising from the use of these coupons, each administration sends at regular intervals to the International office in Berne the coupons for which it has exchanged postage stamps, and, at the end of the year, Berne sends out to each country an account of its transactions in this regard. The debit side of the account consists of the coupons the country has issued, and the coupons themselves accompany the accounts as vouchers. The credit side consists of a statement of the coupons it has accepted. This side of the account would, of course, agree with the items which the country had itself transmitted to Berne from time to time with the coupons accepted from its public in exchange for stamps. The balance is settled in the ordinary accounts.

It is expected that this scheme will afford considerable accommodation to the corresponding public, not only as supplying the means of prepaying return letters, but also as furnishing small change for transmission from one country to another.

POST CARDS.

The Postal Congress by the removal of certain restrictions, which have been held to hamper the free use of private post cards, have met a strongly expressed public desire. While the official post cards have been in use for 35 years, private post cards

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are of comparatively recent origin. They were found to meet a public need, which could not be supplied by the official card, and they have proved convenient in so great a variety of ways that their growth has been enormous. The Postmaster General of Great Britain in his last report estimates that, of the total number of post cards posted in the United Kingdom, 84 per cent were private cards. When propositions were asked by the International Office for discussion at the last Congress, several of the leading countries in Europe represented that the private card, particularly the illustrated card, had become a large source of revenue, and that, in compliance with the demands of their people, they had dropped a number of requirements, which had been insisted upon, on the ground that the articles were post cards. These Administrations urged that Congress go thoroughly into the matter and remove all restrictions which were not essential for the protection of the revenue.

At present, no card can be admitted to the mails as a post card which does not bear the title 'Post Card' on its face; and a card bearing the heading cannot be treated in any way except as a post card, whether it is written upon or not. These regulations both affected the free use of cards, which were in all essentials post cards. If they did not bear the title 'Post Cards', but were written upon, they could only go forward as letters, that is, at a rate of 5 cents instead of 2 cents; and if, on the other hand, they bore the heading 'Post Card', they were charged as post cards at the rate of 2 cents, although they contained no writing but merely an illustration. This has all been changed by the new Convention. It will not in future be necessary for cards to bear the heading 'Post Card' in order to secure the treatment of post cards, if they comply in all essential respects with the requirements of official post cards; and the fact that a card is labelled 'Post Card' will not prevent it passing through the mails as printed matter, if it contain no unallowable writing. In this latter case, the postage will be 1 cent instead of two cents per card.

The concession of a space on the face of the card in addition to the space on the back for purposes of written communication, which has been allowed between certain countries by special agreement, has been embodied in the Postal Union Convention and will apply universally when the new Convention comes into force. Canada has, for the past two years, been entering upon agreements to this effect with any of the countries disposed to accept the concession, but it will be much more satisfactory to have the matter one of general regulation.

Another concession, which has been made in favour of the large and rapidly extending business of illustrated cards is the permission to paste photographs on the back of post cards, provided that the paper on which the photographs are printed is very thin, and that it completely adheres to the card.

SAMPLES OF MERCHANDISE.

There has been no material change in the regulations so far as they concern samples of merchandise in the strict sense, but there has been an enlargement of the scope covered by the term. The rule absolutely excluding all merchandise, as distinct from samples, from the International mails has been felt to bear hardly on the public, who happen to wish to send small articles which may be regarded as conveniences

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or courtesies rather than merchandise. Accordingly, the regulation covering samples has been widened to include certain specifically mentioned articles—single keys and fresh cut flowers. A concession has also been made to medical science, and tubes of serum, and pathological specimens which have been rendered inoffensive may be accepted for transmission by mails at the sample rate.

RIGHT OF NEW ZEALAND TO A SEPARATE VOTE IN CONGRESS.

At present, the British Australasian Colonies have one vote among them, in the Congress. This was quite satisfactory until the Commonwealth of Australia was formed, and New Zealand not being in the Commonwealth lost that intimate political relation with the Colonies belonging to the Commonwealth which formerly existed. It was therefore represented to the Congress that, owing to the importance and the variety of its political interests, New Zealand should have one vote, and the Commonwealth another. This was strongly opposed and indeed defeated in the Committee, but the question was revived in the full Congress. The British delegates impressed on the Congress the anomaly and inexpediency of a self governing colony and one so progressive in all international postal matters being deprived of direct representation, and the Canadian delegate heartily supported New Zealand's claim. This time the application on behalf of New Zealand was successful, and it will have a separate vote hereafter. Separate votes were also conceded to the British Colonies of South Africa, including the Transvaal and the Orange River Colony.

PRISONERS OF WAR.

In conformity with the provisions of the Hague Convention respecting the laws and customs of war on land, it was decided that the International postal facilities should be extended free of charge to correspondence passing to and from prisoners of war, including the privilege of sending and receiving Money Orders.

PROHIBITED MATTER.

To the list of prohibitions affecting International correspondence, has been added a clause debarring from the mails any articles whatever, the entry of which is prohibited in the country of destination. This will enable Canada to deal more effectively than it has hitherto been able to do with letters concerning lotteries. As is well known, there are several countries in Europe, which do not treat lotteries as illegal, and correspondence relating to lotteries used to come from those countries into Canada in great quantities. So long as the correspondence came in the shape of circulars, it could easily be detected and under the stipulations of the Postal Union Convention could be stopped. But the case was different with correspondence concerning lotteries which reached Canada in closed envelopes as letters. There was no express provision enabling a country, which prohibited the circulation of lottery literature, to prevent this evasion of its laws. This Department has been in the habit of preventing, as far as possible, the circulation of this pernicious matter, even though it appeared in the form of letters, but its right to do so has not passed unchallenged. With the incoming of the new Convention, however, the right of Canada to check the distribution of illegal matter coming into Canada under an abuse of the regulations, will no longer be subject to dispute.

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MAKING UP CLOSED MAILS.

There has been a general desire manifested for a long time to have correspondence passing through intermediate offices on its way to its destination done up in closed mails, so as to save the intermediate offices the trouble of handling the correspondence. It has always been the right of the intermediate offices to require the despatching offices to have such correspondence as is sent in open mail made up in closed mails, whenever the quantity was great enough to hamper the work in the intermediate offices, but the right has been made clearer and the mode of carrying it into effect facilitated at the Congress.

Postage Stamps.—There have always been certain colours prescribed by the Postal Union Convention for the different values of stamps in use in International business. Stamps for 25 centimes or its equivalent should be dark blue; those for 10 centimes or its equivalent should be red; and those for 5 centimes or its equivalent should be green. But, although these colours were prescribed and the advantages of being able to distinguish the different values of the different countries by the colour was fully recognized, there were some countries which did not conform to the requirements of the regulation in this respect, as the adoption of these colours, though advisable, was allowed to remain optional. Hereafter, it will be obligatory on all countries in the Union to make use of these colours in the preparation of their postage stamps. The stamp values must also be expressed in Arabic figures.

With the same end in view, the Congress recommends that the dating stamps should be as far as possible in Latin characters.

Useful amendments have also been made in the regulations respecting the treatment of missent correspondence, registered articles and letter bills, and respecting the making up of registered or ordinary mails.

In concluding this report, I desire to express my appreciation of the good feeling which marked the work of the delegates in Congress; and also of the hospitality extended to the delegates by the Italian Government and its various representatives.

I have the honour to be, sir,

Your obedient servant,

R. M. COULTER,

Canadian Delegate.

APPENDIX A
FINANCIAL STATEMENT.

APPENDIX A.

REVENUE.

STATEMENT of the Revenue of the Post Office Department for the nine months ended March 31, 1907.

| | § | cts | § | cts. |
|---|-----------|-----|---------|--------------|
| Balance due by postmasters on revenue account on June 30, 1906..... | | | 27,161 | 61 |
| Postage stamps, post cards, &c., sold..... | 5,858,258 | 18 | | |
| Postage paid in cash on newspapers..... | 89,633 | 66 | | |
| Postage paid in cash on third class (printed) matter..... | 98,977 | 85 | | |
| Postage on unpaid letters, less claim for matter reforwarded, for overcharges and for matter forwarded to the Dead Letter Office..... | | | 874 | 13 |
| Rents of letter boxes and drawers..... | | | 113,540 | 44 |
| Commission received on money orders..... | | | 203,691 | 16 |
| Commission received on postal notes..... | | | 39,259 | 00 |
| Profit in exchange on money order business with other countries..... | | | 16,419 | 41 |
| Transit charges on correspondence from other countries..... | | | 29,874 | 72 |
| Postage on parcels from other countries..... | | | 56,224 | 59 |
| Void Money Orders, that is money orders issued between April 1, 1905 and March 31, 1906, payment of which has not been claimed up to March 31, 1907..... | | | | 6,582 02 |
| Miscellaneous revenue..... | | | | 3,596 41 |
| | | | | 6,585,093 18 |
| DEDUCTIONS. | | | | |
| Salaries, forward allowances, allowances towards rent, fuel and light, compensa- tion on money order and postal note business and commission on box and drawer rents..... | 1,315,732 | 52 | | |
| Discount to stamp vendors and postmasters and compensation to messengers for special delivery of letters..... | | | 87,112 | 77 |
| Postage refunded..... | | | 43 | 64 |
| Losses by fire, burglary, &c..... | | | 1,226 | 03 |
| Balances of commission paid to other countries on money order business..... | | | 18,638 | 60 |
| Transit charges on correspondence for other countries..... | | | 33,607 | 00 |
| Postage on parcels for other countries..... | | | 9,712 | 08 |
| Balances due by postmasters on revenue account on March 31, 1907..... | | | 27,161 | 61 |
| | | | | 1,473,234 25 |
| | | | | 5,061,858 93 |

APPENDIX A—Continued.

EXPENDITURE.

STATEMENT of the Expenditure of the Post Office Department of the Dominion of Canada for the nine months ended March 31, 1907.

| PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION. | § | cts. |
|---|-----------|------|
| Conveyance of mails by land | 914,461 | 66 |
| " " steauboats, &c. | 84,054 | 36 |
| " " railways | 1,195,210 | 72 |
| Making and repairing mail bags and locks | 52,924 | 08 |
| Total | 2,246,650 | 82 |
| Salarfes paid by cheque | 1,285,531 | 88 |
| Travelling expenses | 11,240 | 79 |
| Tradesmén's bills | 104,218 | 09 |
| Stationery, printing and advertising | 55,725 | 85 |
| Miscellaneous disbursements paid by cheque | 183,627 | 81 |
| Maintenance of the service in the Yukon and Atlin districts | 92,562 | 10 |
| Total | 3,979,557 | 34 |

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The following table shows the net Revenue, Expenditure and Deficit or Surplus, as the case may be, of the Post Office for each Fiscal Year since Confederation.

| Year ended June 30. | Net Revenue. | | Expenditure. | | Deficit. | | Surplus. | |
|---------------------|--------------|------|--------------|------|----------|------|-----------|------|
| | § | cts. | § | cts. | § | cts. | § | cts. |
| 1868..... | 808,857 | 84 | 785,298 | 55 | | | 13,559 | 29 |
| 1869..... | 758,182 | 03 | 864,954 | 55 | 106,772 | 52 | | |
| 1870..... | 788,904 | 78 | 933,398 | 67 | 144,493 | 89 | | |
| 1871..... | 803,637 | 17 | 994,876 | 00 | 191,238 | 83 | | |
| 1872..... | 916,418 | 34 | 1,092,519 | 03 | 176,100 | 69 | | |
| 1873..... | 1,093,316 | 07 | 1,240,135 | 95 | 146,819 | 88 | | |
| 1874..... | 1,151,269 | 83 | 1,370,542 | 41 | 219,272 | 58 | | |
| 1875..... | 1,172,381 | 38 | 1,509,113 | 29 | 336,731 | 91 | | |
| 1876..... | 1,106,736 | 74 | 1,581,608 | 72 | 474,871 | 98 | | |
| 1877..... | 1,120,224 | 26 | 1,694,708 | 18 | 574,483 | 92 | | |
| 1878..... | 1,224,912 | 17 | 1,715,255 | 36 | 490,343 | 19 | | |
| 1879..... | 1,117,364 | 50 | 1,750,267 | 17 | 632,902 | 67 | | |
| 1880..... | 1,179,677 | 89 | 1,818,271 | 05 | 638,593 | 16 | | |
| 1881..... | 1,344,969 | 85 | 1,876,657 | 96 | 531,688 | 11 | | |
| 1882..... | 1,543,309 | 21 | 1,980,567 | 25 | 437,258 | 04 | | |
| 1883..... | 1,753,079 | 22 | 2,176,089 | 09 | 423,009 | 87 | | |
| 1884..... | 1,712,318 | 85 | 2,312,965 | 27 | 600,646 | 42 | | |
| 1885..... | 1,790,494 | 90 | 2,488,315 | 36 | 697,820 | 46 | | |
| 1886..... | 1,852,155 | 00 | 2,763,186 | 41 | 911,031 | 41 | | |
| 1887..... | 1,964,062 | 17 | 2,818,907 | 22 | 854,845 | 05 | | |
| 1888..... | 2,322,728 | 68 | 2,889,728 | 59 | 566,999 | 91 | | |
| 1889..... | 2,220,503 | 66 | 2,982,321 | 48 | 761,817 | 82 | | |
| 1890..... | 2,357,388 | 95 | 3,074,469 | 91 | 717,080 | 96 | | |
| 1891..... | 2,515,823 | 44 | 3,161,675 | 72 | 645,852 | 28 | | |
| 1892..... | 2,652,745 | 79 | 3,316,120 | 03 | 663,374 | 24 | | |
| 1893..... | 2,773,507 | 71 | 3,421,203 | 17 | 647,695 | 46 | | |
| 1894..... | 2,809,341 | 06 | 3,517,261 | 31 | 707,920 | 25 | | |
| 1895..... | 2,792,789 | 64 | 3,503,647 | 47 | 800,857 | 83 | | |
| 1896..... | 2,971,652 | 93 | 3,752,805 | 12 | 781,152 | 19 | | |
| 1897..... | 3,202,938 | 42 | 3,789,478 | 34 | 586,539 | 92 | | |
| 1898..... | 3,527,809 | 69 | 3,575,411 | 99 | 47,602 | 30 | | |
| 1899..... | 3,182,930 | 92 | 3,581,848 | 71 | 398,917 | 79 | | |
| 1900..... | 3,183,984 | 17 | 3,645,646 | 04 | 461,661 | 87 | | |
| 1901..... | 3,421,192 | 19 | 3,837,376 | 18 | 416,183 | 90 | | |
| 1902..... | 3,888,126 | 10 | 3,883,016 | 96 | | | 5,109 | 14 |
| 1903..... | 4,366,127 | 75 | 3,970,859 | 64 | | | 395,268 | 11 |
| 1904..... | 4,652,324 | 74 | 4,347,540 | 84 | | | 304,783 | 99 |
| 1905..... | 5,125,372 | 67 | 4,634,527 | 78 | | | 490,844 | 89 |
| 1906..... | 5,933,342 | 53 | 4,921,577 | 22 | | | 1,011,765 | 31 |
| *1907..... | 5,061,858 | 93 | 3,979,537 | 34 | | | 1,082,301 | 59 |

STATEMENT of the amount of Postage Stamps, &c., sold during the year ended June 30, 1898, and each of the succeeding years.

| Year. | Amount. | Year. | Amount. | | |
|-----------|-----------|-------|------------|-----------|----|
| | § cts. | | § cts. | | |
| 1898..... | 4,400,601 | 91 | 1903..... | 5,154,554 | 17 |
| 1899..... | 4,091,116 | 11 | 1904..... | 5,605,713 | 73 |
| 1900..... | 4,038,134 | 16 | 1905..... | 6,134,297 | 35 |
| 1901..... | 4,349,543 | 21 | 1906..... | 6,972,355 | 93 |
| 1902..... | 4,645,227 | 85 | *1907..... | 5,858,258 | 18 |

* Nine months.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B

MAIL TRANSPORTATION

APPENDIX B.

MAIL TRANSPORTATION.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the fiscal year ended 31st March, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. | |
|--|---------------------|---------------------|------------------------|-----------------|--------------------|--------|
| | | | | | \$ | cts. |
| Abram's Village and Cape Egmont. | J. D. J. Gallant. | 5 | 3 | 9 months | 61 | 86 |
| Abram's Village and Maxianville. | G. Arsenaux | 3 | 3 | 9 " | 37 | 59 |
| Afton Road and Mount Stewart. | A. McEachern | 3 | 2 | 9 " | 22 | 50 |
| Albany and Railway Station | A. Noonan | $\frac{1}{16}$ | 12 | 9 " | 84 | 48 |
| Albany and Tryon | R. Lord | 6 | 6 | 9 " | 121 | 59 |
| Alberton, Harper's Station and Tignish | J. M. Buote | | | Special service | 5 | 50 |
| Alberton and Kildare | J. R. Oliver | 12 | 3 | 9 months | 71 | 19 |
| Alberton and Mill River East | L. J. Gallant | 5 | 3 | 9 " | 52 | 59 |
| Alberton and Railway Station | J. T. Millman | $\frac{1}{16}$ | 24 & 12 | 4 " | 93 | 60 |
| Alma and Lanretta | J. O'Brien | 3 | 2 | 9 " | 18 | 75 |
| Alma and Railway Station | A. Mountain | $\frac{1}{16}$ | 6 | 9 " | 30 | 09 |
| Appin Road and Hampton | A. Ashby | 4 | 3 | 9 " | 41 | 61 |
| Argyle Shore and Bouchard | D. McNevin | 3 | 3 | 9 " | 22 | 50 |
| Arlington and Richmond | P. Cameron | $\frac{7}{16}$ | 3 | 9 " | 60 | 00 |
| Armada and Monticello | J. A. Carter | $\frac{21}{16}$ | 3 | 9 " | 24 | 57 |
| Armada and Railway Station | A. McCormack | $\frac{1}{16}$ | 3 | 9 " | 15 | 90 |
| Auburn and Dromore West | J. Logan | $\frac{1}{16}$ | 2 | 3 " | (to Sept. 30, '06) | 6 25 |
| Auburn and Pownal | W. J. Carver | $\frac{10}{16}$ | 4 | 3 " | (to ") | 36 15 |
| Augustine Cove and Cape Traverse | A. Sherren | 3 & $\frac{5}{16}$ | 3 & 6 | 9 " | 93 | 75 |
| Avondale and Railway Station | E. A. Curran | 2 | 3 | 6 " | (from Oct. 1, '06) | 27 39 |
| Avondale and Vernon River | J. A. O'Keefe | 3 | 2 | 3 " | (to Sept. 30, '06) | 11 61 |
| Baldwin's Road and Perth Station | J. Moar | $\frac{11}{16}$ | 2 | 9 " | 18 | 09 |
| Bangor and Morell Station | D. Robbins | $\frac{43}{16}$ | 3 | 9 " | 59 | 43 |
| Bayfield and Glencorrodale | J. McEachern | $\frac{3}{16}$ | 2 | 9 " | 22 | 20 |
| Bay Fortune and Souris East | C. Coffin | $\frac{10}{16}$ | 3 | 9 " | 82 | 50 |
| Beach Point and Montague | W. Mahar | $\frac{24}{16}$ | 6 | 3 " | (to Sept. 30, '06) | 114 00 |
| Beach Point and Murray Har. South | W. F. Harris | $\frac{21}{16}$ | 6 | 6 " | from " " | 42 50 |
| Bear River and Railway Station | L. McDonald | $\frac{1}{16}$ | 6 | 9 " | 15 | 09 |
| Beaton's Mills and Railway Station | J. A. McIsaac | $\frac{8}{16}$ | 3 | 6 " | (from Oct. 1, '06) | 19 14 |
| Bedeque and Fernwood | D. McInnes | $\frac{9}{16}$ | 3 | 9 " | 60 | 00 |
| Bedeque and Summerside | C. McLean | $\frac{9}{16}$ | 6 | 9 " | 149 | 61 |
| Bedford Station and Railway Station | F. Berrigan | $\frac{1}{16}$ | 6 | 9 " | 30 | 00 |
| Belfast and Charlottetown | W. Brown | $\frac{25}{16}$ | 6 | 3 " | (to Sept. 30, '06) | 164 12 |
| Belfast and High Bank | R. Stewart | $\frac{22}{16}$ | 3 | 3 " | (to ") | 75 00 |
| Belfast and Pinette | M. Martin | 12 & $\frac{9}{16}$ | 3 & 6 | 6 " | (from Oct. 1, '06) | 85 00 |
| Belfast and Point Prim | do | $\frac{7}{16}$ | 2 | 3 " | (to Sept. 30, '06) | 11 25 |
| Belfast and Railway Station | B. Martin | $\frac{31}{16}$ | 6 | 6 " | (from Oct. 1, '06) | 39 00 |
| Belfast and Roseberry | M. Martin | 5 | 2 | 3 " | (to Sept. 30, '06) | 12 00 |
| Belle Creek and Railway Station | A. Marbeson | $\frac{11}{16}$ | 6 | 6 " | from " " | 39 90 |
| Belle Creech and Wood Islands | do | $\frac{41}{16}$ | 6 | 6 " | from " " | 42 50 |
| Bellevue and Railway Station | M. F. McDonald | $\frac{25}{16}$ | 6 | 3 " | (from Jan. 1, '07) | 21 75 |
| Bloomfield and Bloomfield Station | S. Peters | 2 | 3 | 9 " | 28 | 50 |
| Bloomfield Station and Glengarry | P. Griffin | $\frac{51}{16}$ | 3 | 9 " | 40 | 50 |
| Bloomfield Station and Miminegash | H. Chappelle | 8 | 3 | 9 " | 58 | 50 |
| Bloomfield Station and Ry. Station | F. Peters | $\frac{1}{16}$ | 12 | 9 " | 33 | 75 |
| Blooming Point and Tracadie Cross | J. E. Lacey | $\frac{21}{16}$ | 2 | 9 " | 37 | 59 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|--------------------|------------------------|---------------------------|---------|
| | | | | | 8 cts. |
| DeBlois Station and Railway Station | S. Bernard..... | 1 | 3 | 9 months..... | 18 00 |
| Donaldston and Railway Station... | L. Court..... | 3 | 2 | 9 "..... | 28 50 |
| Dromore and Pisquid Railway Stn. | M. McQuirk..... | 3½ | 2 | 3 " (to Sept. 30, '06). | 12 50 |
| Dromore and Railway Station (Lake Verd) | J. Logan..... | 8½ | 3 | 6 " from "..... | 54 00 |
| Dunstaffnage and Railway Station. | E. M. Binns..... | 13½ | 6 | 9 "..... | 56 16 |
| Duvar Road and Mill River..... | A. Richard..... | 2 | 3 | 9 "..... | 37 50 |
| East Baltic and Red Point..... | B. Holland..... | 4 | 3 | 9 "..... | 33 75 |
| East Point and Souris East..... | C. Young..... | 15 | 3 | 9 "..... | 165 00 |
| Ebbsfleet and St. Louis..... | J. Gaudet..... | 4 | 3 | 9 "..... | 45 00 |
| Ebenezer and Wheatley River..... | A. McCallum..... | 2½ | 3 | 9 "..... | 30 00 |
| Egmont Bay and Wellington Stn. | E. J. Arsenault..... | 11½ | 3 & 6 | 9 months..... | 117 00 |
| Elliot's Mills and Railway Station. | R. Elliott..... | 1 | 6 | 9 "..... | 22 50 |
| Elliotvale and Peakes Station..... | J. Lynn..... | 3½ | 2 | 3 " (to Sept. 30, '06). | 9 50 |
| do do..... | P. McDonald..... | 3½ | 2 | 6 " from "..... | 19 00 |
| Ellis River and Miscouche..... | R. B. McNeill..... | 11½ | 3 | 9 "..... | 108 75 |
| Elmira and South Lake..... | D. D. McDonald..... | 2 | 3 | 9 "..... | 19 50 |
| Elmsdale and Railway Station..... | D. Adams..... | 1½ | 6 | 9 "..... | 15 00 |
| Elmwood and New Haven..... | O. Clarkin..... | 3 | 2 | 9 "..... | 30 00 |
| Emerald and Found's Mills..... | H. P. Found..... | 9½ | 3 | 9 "..... | 69 75 |
| Emerald and Railway Station..... | F. P. Murphy..... | 1½ | 24 | 9 "..... | 128 79 |
| Emerald and Shamrock..... | do..... | 2½ | 3 | 9 "..... | 36 00 |
| Emerald and West Newton..... | W. Clarke..... | 4 | 3 | 9 "..... | 45 00 |
| Enmore and Railway Station..... | G. Nisbet..... | 6 | 3 | 9 "..... | 61 29 |
| Fanning Brook and Pisquid Railway Station..... | B. Jay..... | 2½ | 2 | 9 "..... | 30 00 |
| Farmington and Five Houses..... | T. Burge..... | 2½ | 3 | 9 "..... | 45 00 |
| Flat River and Railway Station..... | D. J. Ross..... | 3½ | 6 | 6 " (from Oct. 1, '06) | 31 20 |
| Flat River and Selkirk Road..... | O. McCluskey..... | 7 | 2 | 3 " (to Sept. 30, '06). | 17 98 |
| Forest Hill and Head of St. Peter's Bay..... | R. J. McNeill..... | 6 | 3 | 6 " (to Dec. 31, '06) | 37 50 |
| do do..... | D. Matheson..... | 6 | 3 | 3 " from "..... | 17 00 |
| Fredericton and Railway Station... | J. W. McLennan..... | 1½ | 6 | 9 "..... | 27 75 |
| Freetown and Lower Freetown..... | S. Burns..... | 2½ | 3 | 9 "..... | 48 00 |
| Freetown and Railway Station..... | R. B. Auld..... | 1½ | 12 | 9 "..... | 67 50 |
| Georgetown and Montague..... | A. Kennedy..... | 1½ | | Special service..... | 39 00 |
| Georgetown and Railway Station. | R. R. Jenkins..... | 1½ | as req. | 9 months..... | 136 05 |
| Georgetown and Steamer "Minto" | do..... | 1½ | 9 | "..... | 24 20 |
| Georgetown and Steamer "Stanley" | do..... | 1½ | 7 | trips..... | 7 00 |
| Glenfinnan and Lot 48..... | H. T. Cummi-key..... | 7½ | 3 | 6 mos. (from Oct. 1, '06) | 65 00 |
| Glen Martin and Murray River..... | W. McLean..... | 14½ | 3 | 6 " from "..... | 101 00 |
| Glen William and Murray River..... | L. H. McKenzie..... | 4 | 3 | 3 " (to Sept. 30, '06) | 19 18 |
| Goose River and Head of St. Peter's Bay..... | M. McKinnon..... | 4½ | 2 | 9 "..... | 62 40 |
| Gowan Brae and Souris East..... | P. Manning..... | 3 | 3 | 9 "..... | 32 76 |
| Grand Tracadie and Bedford Stn. | D. A. E. McDonald..... | 5 | 3 & 6 | 9 "..... | 73 11 |
| Grand View and Valleyfield..... | M. C. Gillis..... | 2 | 3 | 9 "..... | 21 21 |
| Greenfield and Summerville..... | J. Ennis..... | 2½ | 3 | 9 "..... | 30 00 |
| Greenvale and Little Harbour..... | G. Mooney..... | 2 | 3 | 3 " (to Sept. 30, '06) | 6 22 |
| do do..... | D. F. Mooney..... | 2 | 3 | 6 " from "..... | 17 00 |
| Greenwich and Head of St. Peter's Bay..... | A. B. Hyndman..... | 6 | 2 | 9 "..... | 40 89 |
| Haliburton and Maddock..... | D. McWilliam..... | 2 | 3 | 9 "..... | 29 25 |
| Hampshire and New Wiltshire..... | J. Stewart..... | 3 | 3 | 9 "..... | 28 11 |
| Hazelbrook and Railway Station... | G. W. Wood..... | ½ | 6 | 4 " (from Dec. 1, '06) | 11 66 |
| Head of Hillsboro' and Mount Stewart..... | J. S. Douglas..... | 5½ | 2 | 9 "..... | 41 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|------------------------|---------|
| | | | | | £ cts. |
| Head of St. Peter's Bay and Railway Station | H. B. Finlay... | $\frac{1}{4}$ | 12 | 9 months | 90 00 |
| Heatherdale and Whim Road Cross | A. McDonald... | 13 $\frac{1}{2}$ | 3 | " (to Sept. 30, '06) | 12 50 |
| Hermitage and Railway Station | F. Vickerson... | $\frac{1}{4}$ | 6 | " (from Dec. 1, '06) | 8 33 |
| High Bank and Murray Harbour South | J. Hill | 6 | 3 | " (from Oct. 1, '06) | 50 00 |
| Hillsborough, Lot 48 and Railway Station | G. B. McKenzie | $\frac{1}{4}$ | 12 | 6 " from | 14 74 |
| Hopfield and Murray River | J. P. Horton | 4 | 2 | 3 " (to Sept. 30, '06) | 7 57 |
| Hunter's River and North Rustico | E. J. Carew | 27 r.t. | 6 | 9 " | 256 95 |
| Hunter's River and Railway Station | J. H. Van Iderstine | $\frac{1}{4}$ | 24 | 9 " | 115 46 |
| Inverness and Railway Station | M. Kilbride | 12 $\frac{1}{2}$ | 3 | 9 " | 39 78 |
| Iona and Orwell | J. McCabe | 5 $\frac{1}{2}$ | 3 | 3 " (to Sept. 30, '06) | 24 00 |
| Iona and Railway Station | B. Martin | $\frac{1}{4}$ | 6 | 6 " (from Oct. 1, '06) | 15 60 |
| Johnston's River and Lot 48 | J. T. Bege... | 5 | 3 | 6 " from | 29 50 |
| Johnston's River and Southport | T. McAdam | 12 $\frac{1}{2}$ | 3 | 3 " (to Sept. 30, '06) | 35 00 |
| Kelly's Cross and New Wiltshire | F. Bradley | 11 | 6 | 9 " | 93 75 |
| Kelvin Grove and Summerside | R. W. Dickieson | 6 | 3 | 9 " | 76 50 |
| Kensington and Railway Station | G. Glover | $\frac{1}{4}$ | 24 | 9 " | 135 42 |
| Kensington and Sea View | J. A. Thompson | 17 | 6 | 9 " | 337 50 |
| Kildare Capes and Tignish | J. Richard | 5 | 2 | 9 " | 26 25 |
| Kingston and North River | R. H. Simmons | 4 | 6 | 9 " | 75 00 |
| Kinkora and Maple Plains | A. McDonald | 3 $\frac{1}{2}$ | 2 | 9 " | 30 00 |
| Kinkora and Railway Station | P. K. Trainor | $\frac{1}{4}$ | 12 | 9 " | 42 88 |
| Kinross and Lyndale | R. Gillis | 3 | 2 | 9 " | 44 25 |
| Kinross and Railway Station | J. Gillis | $\frac{1}{2}$ | 6 | 6 " (from Oct. 1, '06) | 25 00 |
| Leoville and De Blois Station | C. Myers | 2 | 3 | 9 " | 26 25 |
| Linkletter and Summerside | T. W. Murray | 3 | 3 | 9 " | 56 25 |
| Little Sands and Railway Station | J. Fraser | 4 | 3 | 6 " (from Oct. 1, '06) | 32 50 |
| Little Tignish and Tignish | J. S. Chaisson | 2 $\frac{1}{2}$ | 2 | 9 " | 19 50 |
| Little York and Pleasant Grove | P. Cooke | 23 $\frac{1}{2}$ | 3 & 6 | 9 " | 227 08 |
| Little York and Railway Station | M. Lawson | $\frac{1}{4}$ | 12 | 9 " | 48 00 |
| Locke Road and Mill River | M. Howard | 4 $\frac{1}{2}$ | 3 | 9 " | 46 80 |
| Lot 4 and Railway Station | G. McKay | 4 | 6 | 9 " | 57 27 |
| Lot 10 and Railway Station | H. Ritchie | 1 $\frac{1}{2}$ | 2 | 9 " | 24 00 |
| Lot 11 and Railway Station | P. Kilbride | 5 $\frac{1}{2}$ | 6 | 9 " | 105 63 |
| Lot 12 and Railway Station | W. Hayes | 2 | 18 | 9 " | 140 40 |
| Lot 56 and Sailor's Hope | J. Swallow | 7 | 3 | 9 " | 52 50 |
| McNeill's Mills and Railway Station | J. A. McNeill | 1 $\frac{1}{2}$ | 6 | 9 " | 15 15 |
| Maple Leaf and Railway Station | J. Sanderson | 5 | 3 | 9 " | 37 50 |
| Marie Bridge and Marie Ry. Stn. | A. Cobb | $\frac{1}{4}$ | 3 | 9 " | 21 00 |
| Marie Bridge and Milburn | do | 4 | 3 | 9 " | 30 00 |
| Mill River and Railway Station | N. Doiron | $\frac{1}{4}$ | 12 | 9 " | 30 00 |
| Mill River and Roxbury | A. Gillis | 9 $\frac{1}{2}$ | 3 | 9 " | 66 69 |
| Mill View and Railway Station | W. C. Smith | $\frac{1}{4}$ | 6 | 6 " (from Oct. 1, '06) | 31 50 |
| Mill View and Summerville | J. H. McInnis | 7 | 6 | 3 " (to Sept. 30, '06) | 40 00 |
| Milton Station and North Milton | H. Terrell | 2 | 3 | 9 " | 28 08 |
| Milton Station and Railway Station | do | $\frac{1}{4}$ | 6 | 9 " | 23 40 |
| Miscouche and Railway Station | A. F. Gillis | $\frac{1}{4}$ | 12 | 9 " | 28 50 |
| Montague and Murray Har. North | R. G. Houston | 21 | 6 | 9 " | 277 50 |
| Montague Bridge and Ry. Station | A. E. Smith | 4 $\frac{1}{2}$ | 6 | 3 " (from Oct. 1, '06) | 44 50 |
| Montague and Railway Station | A. Kennedy | $\frac{1}{4}$ | 24 | 6 " (from Oct. 1, '06) | 35 70 |
| Montague and Valleyfield East | A. Nicolson | 23 $\frac{1}{2}$ | 3 | 3 " (to Sept. 30, '06) | 10 40 |
| Montague and Victoria Cross | J. Mahar | 3 | 3 | 9 " | 32 61 |
| Morell East and Morell Station | P. J. Hughes | 2 $\frac{1}{2}$ | 2 | 9 " | 15 00 |
| Morell Station and Railway Station | G. Coffin | $\frac{1}{4}$ | 12 | 9 " | 11 25 |
| Morell Station and Simott's Road | M. Cullen | 9 & $\frac{1}{4}$ | 2 & 3 | 9 " | 65 04 |
| Mount Albion and Railway Station | W. J. McEachern | $\frac{1}{4}$ | 12 | 6 " (from Oct. 1, '06) | 23 40 |
| Mount Carmel and Wellington Stn. | P. Blacquire | 3 & $\frac{1}{4}$ | 3 & 6 | 9 " | 105 63 |
| Mount Herbert and Southport | H. Smallwood | 6 $\frac{1}{2}$ | 2 | 3 " (to Sept. 30, '06) | 19 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|---------------------------|---------|
| Mount Stewart and Point de Roche | P. McCormack | 4 $\frac{1}{2}$ | 2 | 9 months | 26 25 |
| Mount Stewart and Railway Stn. | H. Smallwood | 24 | 6 | " (to Dec. 31, '06) | 56 06 |
| do do | do | 12 | 3 | " from " | 16 24 |
| Mount Stewart and Savage Harbour | G. Gunn | 7 | 2 | " | 33 00 |
| Mount Vernon and Railway Station | J. L. Morrison | 2 | 3 | 6 " (from Oct. 1, '06) | 17 50 |
| Muddy Creek & St. Nicholas Ry. Stn. | J. I. Beattie | 11 $\frac{1}{2}$ | 6 | 9 " | 52 50 |
| Murray Harbour Road & Ry. Stn. | M. F. McDonald | 2 | 6 | 3 " (to Dec. 31, '06) | 21 75 |
| Murray Harbour South & Ry. Stn. | A. W. Clements | 12 | 6 | " (from Oct. 1, '06) | 37 44 |
| Murray Harbour and White Sands | F. White | | | Special trip | 5 00 |
| Murray Harbour South and White Sands | J. Hill | 31 | 3 | 3 mos. (to Sept. 30, '06) | 12 50 |
| Murray River and Railway Station | R. Keenan | 12 | 6 | " (to Dec. 31, '06) | 23 40 |
| New Acadia and Railway Station | J. J. Gallant | 4 | 3 | 9 " | 16 86 |
| New Annan and Railway Station | W. B. Bowness | | 6 | 9 " | 56 25 |
| New Argyle and New Haven | J. Corrigan | 4 | 3 | 9 " | 44 52 |
| New Perth and Poole's Road | S. Buchanan | 11 | 6 | 3 " (to Sept. 30, '06) | 20 00 |
| New Perth and Railway Station | R. G. McLaren | 31 | 6 | 6 " (from Oct. 1, '06) | 68 64 |
| New Perth West and Railway Stn. | J. Minchin | 2 | 6 | 3 " (to Sept. 30, '06) | 21 25 |
| Newton Cross and Railway Station | A. Morrissey | 11 | 3 | 6 " (from Oct. 1, '06) | 19 92 |
| New Withshire and Railway Stn. | E. Easter | 12 | 9 | " | 75 12 |
| New Withshire and Tyron | P. D. Hagan | 3 | 3 | 9 " | 26 25 |
| New Zealand and Railway Station | J. Cantwell | | 3 | 9 " | 28 50 |
| Northam and Railway Station | J. E. Yeo | 1 $\frac{1}{2}$ | 6 | 9 " | 30 00 |
| Northam and Victoria West | W. W. Emma | 5 | 3 | 9 " | 58 50 |
| North Lake and Souris East | R. Kickham | 26 $\frac{1}{2}$ | 3 | 9 " | 243 75 |
| North St. Eleanor's and Summerside | T. Andrew | 4 | 6 | 9 " | 90 00 |
| Ocean View and Railway Station | J. Bruce | 3 | 3 | 4 " (from Dec. 1, '06) | 8 33 |
| O'Leary Station and Railway Stn. | R. Ellis | 1 $\frac{1}{2}$ | 24 | 6 " (to Dec. 31, '06) | 93 90 |
| do do | do | 1 $\frac{1}{2}$ | 12 | 3 " (from " | 23 10 |
| O'Leary Station and West Cape | J. Jelly | 12 | 3 | 9 " | 108 75 |
| Orwell and Orwell Cove | N. McGillis | 2 | 6 | 3 " (to Sept. 30, '06) | 19 75 |
| do do | A. B. McDonald | 3 | 6 | 6 " (from " | 38 86 |
| Orwell and Railway Station | S. C. Gay | 1 | 12 | 6 " (from " | 59 00 |
| Palmer Road and St. Louis | M. Kinch | 8 $\frac{1}{2}$ | 3 | 9 " | 59 73 |
| Peakes Station and Railway Stn. | L. Goodwin | 9 | 12 | 9 " | 30 00 |
| Peakes Station and Ruskin | J. Collins | 9 $\frac{1}{2}$ | 2 | 9 " | 68 25 |
| Peakes Station and St. Patricks Road | D. McBride | 3 | 2 | 9 " | 18 00 |
| Pisiquid and Railway Station | B. Jay | 11 | 2 | 9 " | 22 50 |
| Piusville Station and Rosebank | S. Gallant | 3 | 2 | 9 " | 15 75 |
| Piusville Station and Railway Stn. | J. S. Gallant | 1 $\frac{1}{2}$ | 6 | 9 " | 7 50 |
| Poplar Grove and Railway Station | S. Milligan | 1 $\frac{1}{2}$ | 2 | 9 " | 17 25 |
| Portage and Railway Station | A. Matthews | 1 $\frac{1}{2}$ | 6 | 9 " | 11 25 |
| Port Hill and Railway Station | J. H. Yeo | 4 | 24 | 6 " (to Dec. 31, '06) | 109 00 |
| do do | do | 4 | 12 | 3 " (from " | 27 25 |
| Pownal and Village Green | L. Carver | 3 $\frac{1}{2}$ | 2 | 9 " | 21 24 |
| Richmond and Railway Station | P. Cameron | 1 $\frac{1}{2}$ | 12 | 9 " | 45 50 |
| Richmond and St. Chrysostome | I. O. Gallant | 6 | 3 | 9 " (less fine) | 58 25 |
| St. Andrews and Railway Station | J. McDonald | 4 | 3 | 9 " | 18 75 |
| St. Charles and Railway Station | J. McIsaac | 8 | 2 | 9 " | 55 08 |
| St. Louis and Railway Station | J. Perry | 1 $\frac{1}{2}$ | 6 | 9 " | 11 70 |
| St. Louis and Woodville | J. Beattie | 3 | 2 | 9 " | 18 00 |
| St. Margarets and Bear River Ry. St. | R. D. McDonald | 5 | 3 | 9 " | 64 35 |
| St. Marys Road and St. Marys Road East | J. A. McGee | 21 | 2 | 9 " | 18 75 |
| St. Teresa and Railway Station | A. Bradley | 4 | 6 | 9 " | 56 25 |
| Scotchford and Railway Station | J. A. McDonald | 4 | 3 | 9 " | 16 92 |
| Sea Cow Pond and Tignish | P. A. Doyle | 7 | 2 | 9 " | 37 50 |
| Solkirk Road and Railway Station | P. Dougherty | 3 | 2 | 6 " (from Oct. 1, '06) | 15 50 |
| Skinnners Pond and Tignish | N. Gallant | 10 $\frac{1}{4}$ | 2 | 9 " | 67 50 |
| Souris P. O. and S. S. Harlow | J. Heartz | | | Special trips | 3 00 |
| Souris East and Railway Station | do | 1 | 24 | 6 mos. (to Dec. 31, '06) | 118 94 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|--------------------|------------------------|---------------------------|-----------|
| | | | | | \$ cts. |
| Souris East and Railway Station .. | J. Hartz | $\frac{1}{12}$ | 12 | 3 mos. from Dec. 31, '06 | 29 26 |
| Souris East and Souris West..... | I. White | 1 | 3 | 9 " | 23 40 |
| Suffolk Station and Railway Stn... | A. Ferguson..... | $\frac{1}{12}$ | 2 | 9 " | 22 50 |
| Summerside and Railway Station... | J. Richard..... | $\frac{1}{12}$ | as req. | 9 " | 206 96 |
| Summerside and Street Letter Boxes | do | | 18 | 9 " | 56 25 |
| Summerside, Transfer of mails from steamers to train..... | D. J. McDonald | | | Special service..... | 1 25 |
| Summerside P. O. and Str. 'Stanley' | A. Waugh..... | $\frac{1}{12}$ | as req. | " " | 4 50 |
| Summerside and Vernon River..... | J. D. Weatherbee | 4 | 6 | 6 mos. (from Oct. 1, '06) | 65 00 |
| Tarantum and Webster's Corners... | T. Cummiskey... .. | $2\frac{1}{2}$ | 2 | 9 " | 22 50 |
| Ten Mile House and Railway Stn... | D. Mullin | $1\frac{3}{4}$ | 2 | 9 " | 40 95 |
| Thorndyke and Railway Station... | S. R. Prouse | 3 | 3 | 9 " | 12 36 |
| Tignish and Railway Station | J. W. Green | $1\frac{1}{8}$ | 24 | 9 " | 65 73 |
| Tracadie Cross and Railway Stn... | J. A. McDonald | $1\frac{1}{4}$ | 3 | 9 " | 37 50 |
| Traveller's Rest and Railway Stn... | T. Townsend | 1 | 3 | 6 " (to Dec. 31, '06). | 19 50 |
| do do | do | 1 | 6 | 3 " from " " | 19 50 |
| Union Road and Railway Station... | C. Mallett | 1 | 3 | 9 " | 33 75 |
| Vernon River and Railway Station... | J. D. Weatherbee | $\frac{1}{15}$ | 12 | 6 " (from Oct. 1, '06) | 24 96 |
| Vernon River Bridge and Ry. Stn... | D. J. McDonald | $\frac{1}{8}$ | 12 | 6 " " | 17 50 |
| Webster's Corner and Pisquid Rail- way Station..... | J. McDonald..... | $6\frac{3}{4}$ | 6 | 9 " | 101 25 |
| Wellington and Wellington Station | P. Ayers | $1\frac{1}{2}$ | 2 | 9 " | 15 00 |
| Wellington Station and Ry. Station | F. T. Arsenaault.. | $\frac{1}{15}$ | 24 | 6 " (to Dec. 31, '06). | 32 00 |
| do do | do | $\frac{1}{15}$ | 12 | 3 " from " " | 8 00 |
| West Devon and Railway Station... | W. R. McNeill... .. | $\frac{1}{15}$ | 6 | 9 " | 12 00 |
| Western Road and Railway Station | H. J. Reid | $1\frac{1}{2}$ | 2 | 9 " | 22 50 |
| West St. Peter's and Railway Stn... | J. McDonald | $2\frac{1}{2}$ | 3 | 9 " | 37 50 |
| Winsloe Station and Railway Stn... | R. Good | $\frac{1}{15}$ | 12 | 9 " | 60 00 |
| Wood Islands and Wood Islands North..... | J. McMillan..... | $2\frac{1}{2}$ | 3 | 3 " (to Sept. 30, '06). | 9 75 |
| Wood Islands North and Ry. Stn... | D. M. McLeod..... | $\frac{1}{4}$ | 3 | 6 " from " " | 15 40 |
| Transfer of mails at Cape Torment- ine..... | H. Allen | | | Season, 1906-07..... | 36 25 |
| | | | | Total | 16,600 70 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------------|--------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Antigonish and Sherbrooke | J. O'Leary | 40 | 6 | 9 months | 804 75 |
| Antigonish Harbour South Side and Lower South River | C. J. Fraser | 4½ | 2 | 9 " | 64 50 |
| Autrim and Gays River | W. Blades | 16 | 2 | 9 " | 78 00 |
| Appin West Lochaber and North Lochaber | G. A. Stuart | 1¼ & 1¼ | 6 & 3 | 5 " (to Nov. 30, '06). | 41 66 |
| Apple River and Joggin Mines | G. Landigan | 29 | 6 | 9 " | 712 50 |
| Apple River and West Apple River | M. Edgett | 4 | 3 | 9 " | 45 45 |
| Arcadia and Pinkney's Point | J. B. Surette | 11 | 2 | 9 " | 56 25 |
| Arcadia and Railway Station | F. A. W. Hatfield | ¼ | 16 & 12 | 8 " (from Aug. 1, '06) | 24 41 |
| Ardoise Hill and Newport Station | W. Gibson | 1½ & 19 | 12 & 2 | 9 " | 132 75 |
| Argyle Head and Railway Station | H. Nickerson | ¾ | 16 & 12 | 9 " | 34 69 |
| Arichat and Petit de Grat Bridge | J. Parker | 4 | 6 | 9 " | 60 00 |
| Arichat and Pondville | A. Boudrot | 3 | 3 | 9 " | 37 50 |
| Arichat and Robins | J. LeBrun | 1½ & 3¾ | 6 | 9 " | 45 75 |
| Arnold and Swansburg | J. A. Ringer | 3 | 3 | 3 " (from Jan. 1, '07) | 5 00 |
| Ashdale and Upper Glen Road | V. Chisholm | 2 | 3 | 9 " | 30 00 |
| Ashfield and Orangedale | P. R. McDonald | 3½ | 3 | 9 " | 36 75 |
| Askilon and West Bay Road | H. A. Archibald | 3 | 3 | 9 " | 45 00 |
| Aspen and James' Bay Station | W. E. McKeen | 29 | 2 | 6 " (to Dec. 31, '06). | 162 00 |
| do do | do | 29 | 3 | 3 " from " .. | 108 75 |
| Athol and Little Forks | Rhodes, Curry & Co | 3 | 3 | 9 " | 75 00 |
| Athol and Railway Station | D. F. Archibald | 1 | 12 | 9 " | 90 00 |
| Auburn and Greenwood | E. Neily | 4½ | 1 | 9 " | 19 50 |
| Auburn and Railway Station | G. O. Jacques | 133 yds. | 12 | 9 " | 58 50 |
| Auburn and Welton's Corner | G. Stark | 10½ | 2 | 9 " | 39 75 |
| Auld's Cove and Railway Station | M. Forrestand | 2 | 6 | 9 " | 52 50 |
| Avondale Station and Dummaglass | R. W. McDonald | 8½ | 6 | 9 " | 234 75 |
| Avondale Station and Railway Stn. | H. Gordon | 1-¾ | 12 | 9 " | 39 00 |
| Avonport and Avonport Station | J. B. Newcomb | 1½ | 6 | 9 " | 45 00 |
| Avonport Station and Railway Stn. | L. F. Fuller | 40 yds. | 12 | 9 " | 41 25 |
| Aylesford and Dalhousie Road | H. Brennan | 26 | 1 | 9 " | 97 50 |
| Aylesford and Harmony | do | 24 | 1 | 9 " | 42 54 |
| Aylesford and Millville | E. Harris | 9½ | 2 | 9 " | 41 25 |
| Aylesford and Morden | W. Dempsey | 9 | 2 | 9 months | 57 66 |
| Aylesford and Railway Station | C. J. West | 1-¾ | 12 | 3 " (to Sept. 30, '06) | 14 25 |
| do do | E. Harris | 1-¾ | 12 | 6 " from " .. | 50 08 |
| Aylesford and Victoria Harbour | S. Spicer | 7¾ | 1 | 9 " | 27 48 |
| Aylesford and Weston | H. A. Graves | 12 | 3 | 6 " (to Dec. 31, '06) | 47 26 |
| do do | E. C. Biennan | 12 | 3 | 3 " from " .. | 37 50 |
| Back Shore and Pictou | D. G. McKay | 27 | 3 | 9 " | 206 25 |
| Baddeck and Englishtown | J. F. Fraser | 21 | 6 | 9 " | 621 10 |
| Baddeck and Forks Baddeck | W. Rice | 7 | 1 | 9 " | 30 00 |
| Baddeck and Ross Ferry | A. Matheson | 10½ | 3 | 9 " | 189 00 |
| Baddeck and Shumacadie | J. G. Dunlop | 8 | 12 | Special service | 150 00 |
| Baddeck and Upper Baddeck River | D. McKay | 14 | 2 | 9 months | 105 00 |
| Baddeck and Upper Middle River | J. G. Dunlop | 19½ | 3 | 9 " | 150 00 |
| Baddeck and Whycomagh | do | 27 | 6 | 9 " | 637 50 |
| Baddeck Bay and Plaister Mines | J. McIvor | 4 | 3 | 9 " | 29 61 |
| Baddeck Bay and Rear Baddeck Bay | A. McKay | 3½ | 1 | 9 " | 17 61 |
| Baddeck River North Branch and Forks Baddeck | N. Buchanan | 5 | 2 | 9 " | 36 06 |
| Baker Settlement and Greenfield | D. Weagle | 5 & 8 | 3 & 1 | 9 " | 82 50 |
| Baleine and Main-à-Dieu | R. J. Burke | 4½ | 1 | 9 " | 15 00 |
| Ballantyne's Cove and Livingstone's Cove | J. McKimmon | 4 | 3 | 9 " | 45 00 |
| Balmoral and Grand Anse | H. A. McLean | 5 | 2 | 5 " (from Nov. 1, '06) | 20 83 |
| Balmoral Mills and Tatamagouche | G. Lombard | 21½ | 6 | 9 " | 290 25 |
| Barney's Brook and Elmsdale | E. McDonald | 4 | 2 | 9 " | 22 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|--------------------------|---------|
| Barney's River and Marsh | J. McLeod | 8½ | 2 | 1 mos. (to July 31, '06) | 9 00 |
| do do | E. T. McLeod | 8½ | 2 | " from " | 59 62 |
| Barney's River and Railway Station | A. Murray | 5½ | 12 | 9 " | 128 24 |
| Barney's River and Rosfield | J. G. Cleims | 4½ | 1 | 9 " | 39 00 |
| Barra Glen and Iona | R. P. McNeil | 4½ | 2 & 3 | 9 " | 40 91 |
| Barrington and Oak Park | J. Frost & Sons | 3 | 6 | 9 " | 62 75 |
| Barrington and Port Clyde | H. S. Hogg | 36 | 6 | 9 " | 237 50 |
| Barrington and Railway Station | A. M. Hogg | ½ | 6 | 3 " (from Jan. 1, '07) | 14 70 |
| Barrington Passage and Cape Sable Island | T. W. Robertson | 1½ | 6 | 9 " | 262 50 |
| Barrington Passage and Lower Shag Harbour | J. F. Trefry | 7 | 6 | 9 " | 129 75 |
| Barrington Passage and Ori nWharf | T. M. Robertson | 6 | 2 | 2 trips | 26 92 |
| Barrington Passage and Railway Station | M. K. Swim | ½ | 6 | 3 " (from Jan. 1, '07) | 15 68 |
| Barrios Beach and Big Tracadie | H. Pettipas | 4 | 3 | 9 months | 45 00 |
| Barss Corner and New Harmony | J. F. Langille | 3 | 6 | 9 " | 89 25 |
| Barss Corner and Parkdale | A. DeLong | 26 | 3 | 9 " | 234 00 |
| Barss Corner and Stanburn | J. F. Langille | 6 | 2 | 9 " | 37 50 |
| Barton and Railway Station | W. Gavel | 3 | 12 | 9 " | 140 85 |
| Basin River Inhabitant and Lower River Inhabitant | W. J. Proctor | 3 | 3 | 6 " (to Dec. 31, '06) | 35 00 |
| Bass River and Londonderry | L. Davidson | 14 | 6 | 9 " | 336 75 |
| Baxter's Harbour and Canning | G. H. Whalen | 11½ | 2 | 9 " | 95 82 |
| Bay St. Lawrence and Halfway House | J. R. McNeil | 23 | 6 | 3 " (to Sept. 30, '06) | 225 00 |
| Bay St. Lawrence and Meat Cove | H. McDonald | 8½ | 3 | 9 " | 64 08 |
| Bay St. Lawrence and Neil's Harbour | J. R. McNeil | 23 | 6 | 6 " (from Oct. 1, '06) | 450 00 |
| Bayside and Whites Lake | M. Burke | 3½ & 5 | 3 | 9 " | 56 25 |
| Bear Cove, Cheticamp and Mereghan | G. L. Comeau | 4 | 2 | 9 " | 30 00 |
| Bear River and Lansdowne | F. W. Purdy | 4 | 3 | 9 " | 63 00 |
| Bear River and Morganville | J. H. Berry | 7 | 1 | 9 " | 18 75 |
| Bear River and Railway Station | F. W. Purdy | 5 | 12 | 9 " | 104 25 |
| Bear River and Victory | J. W. Simpson | 9½ | 1 | 9 " | 37 50 |
| Beaulieu and St. Andrews | C. Chisholm | 6 | 2 | 9 " | 45 00 |
| Beaver Bank and North Beaver Bank | W. T. Lively | 8 | 2 | 9 " | 75 00 |
| Beaver Bank and Railway Station | C. A. Barrett | 25 yds. | 12 | 9 " | 51 63 |
| Beaver Cove and Railway Station | J. H. McKinnon | ½ | 6 | 9 " | 46 95 |
| Beaver Cove and Rear Beaver Cove | A. Gillis | 4½ | 1 | 9 " | 19 50 |
| Beaver Harbour and Port Duferin | S. Jewers | 3½ | 3 | 9 " | 39 36 |
| Bedford and Pockwock | J. Thomas | 15 | 3 | 9 " | 172 50 |
| Bedford and Railway Station | J. Mackenzie | 100 yds. | 42 | 9 " | 114 66 |
| Bedford and Upper Sackville | A. Pevrill | 18 | 6 | 9 " | 223 50 |
| Beech Hill and Chester Basin | R. Veinot | 6 | 1 | 9 " | 31 80 |
| Beechmont and North-West Arm | H. McSween | 6 & 4 | 1 | 9 " | 33 00 |
| Beechmont and Railway Station | W. Bishop | 300 yds. | 3 | 9 " | 22 50 |
| Bellefontaine and Harbour au Bouche | M. Bellefontaine | 2½ | 3 | 9 " | 33 86 |
| Belle Marche and Eastern Harbour | W. Roche | 2 | 3 | 9 " | 24 75 |
| Belleville and Railway Station | A. A. Potier | ½ | 16 & 12 | 9 " | 41 62 |
| Belmont and Debert Station | A. L. Stevens | 15 | 2 | 9 " | 37 50 |
| Belmont and Railway Station | T. Lindsay | ½ | 12 | 9 " | 56 25 |
| Benjamin's Mills and Falmouth Station | T. M. Martin | 19 | 3 | 9 " | 202 50 |
| Berry Hill and Upper Stewiacke | C. B. Miller | 5 | 1 & 2 | 9 " | 25 00 |
| Berwick and Berwick West | C. R. Borden | 3 | 2 | 9 " | 30 00 |
| Berwick and Grafton | E. P. Sanford | 18 | 3 | 6 " (to Dec. 31, '06) | 78 00 |
| do do | J. L. Bligh | 18 | 3 | 3 " from " | 58 75 |
| Berwick and Morristown | W. A. Reed | 14 | 2 | 9 " | 72 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|---------------------------|---------|
| | | | | | 8 cts. |
| Berwick and Railway Station | T. H. Morse | 6 | 6 | 9 months | 45 00 |
| Big Beach and Catching Post | D. A. McNeil | 6 | 9 | " | 46 80 |
| Big Bras d'Or and Black Rock | M. McDonald | 2 | 1 | " | 18 00 |
| Big Bras d'Or and Ross Ferry | H. McLeod | 14 | 3 | " | 174 00 |
| Big Brook and River Dennis Station | H. A. Archibald | 5 | 2 | " | 33 75 |
| Big Glen and Big Pond | D. A. MacKinnon | 16 | 2 | 1 month (to July 31, '06) | 22 50 |
| do do | P. J. MacCuish | 16 | 2 | 8 mos. from " | 99 81 |
| Big Harbour Island & Malagawatch | M. McKay | 3 | 2 | " | 36 36 |
| Big Intervale Cape, North and Cape North | N. A. McLennan | 5 | 2 | " | 43 45 |
| Big Intervale, Margaree and North East Margaree | D. J. Ross | 13 | 3 | " | 73 50 |
| Big Island and Merigomish | A. G. McGregor | 3 & 13 | 2 | " | 60 00 |
| Big Lorraine and Louisburg | M. J. Dowd | 3 | 2 | " | 22 50 |
| Big Marsh and Maryville | D. J. Macdonald | 3 | 2 | " | 33 75 |
| Big Pond and Glengarry Valley | M. McNisill | 4 | 1 | " | 24 24 |
| Big Port L'Hebert and Little Port L'Hebert | E. J. Lloyd | 2 | 2 | " | 22 50 |
| Big Tracadie and Mattie | J. Mattie | 8 | 2 | " | 48 75 |
| Big Tracadie and Railway Station | F. Morin | 12 | 9 | " | 60 00 |
| Billtown and Sheffield Mills | P. E. Sweet | 15 | 3 | " | 104 50 |
| Birchtown and Clyde River | I. S. Acker | 29 | 1 | " | 318 75 |
| Bishop Mountain & North Kingston | A. McFarvey | 6 | 1 | 6 " (to Dec. 31, '06) | 10 00 |
| do do | J. T. Mapplebeck | 6 | 1 | 3 " from " | 10 00 |
| Bishopville and Hantsport | W. Bishop | 6 | 2 | " | 48 48 |
| Blackett's Lake and Sydney Forks | R. MacKenzie | 4 | 2 | " | 60 00 |
| Black Point and Railway Station | A. Hubby | 1 | 12 | " | 81 75 |
| Black Rock and Parisboro | W. Phinney | 6 | 1 | " | 48 75 |
| Blanchard Road and New Glasgow | J. J. Webster | 20 | 3 | " | 303 00 |
| Blanche and Cape Negro | S. S. Smith | 17 | 3 | " | 48 75 |
| Blandford and Hubbards | C. C. McLean | 4 | 3 | " | 141 75 |
| Blandford and Tancook Island | W. Stevens | 4 | 2 & 1 | " | 110 75 |
| Block House and Maitland Forks | A. Barry | 8 | 1 | " | 18 75 |
| Block House and Railway Station | I. Mossman | 12 | 9 | " | 93 75 |
| Bloomfield and Main Post Road | C. Marr | 6 | 6 | " | 18 75 |
| Bloomfield and Nictaux Falls | C. H. Dunn | 3 | 2 | " | 26 25 |
| Blue Mountain and East River St Marys | A. Cameron | 19 | 3 | " | 163 50 |
| Blue Mountain and Greenvale | D. A. Stewart | 2 | 2 | " | 15 00 |
| Blue Mountain and New Glasgow | G. M. Holmes | 15 | 6 | " | 227 25 |
| Blue Rocks and Lunenburg | R. A. Backman | 5 | 2 & 1 | " | 106 33 |
| Blue's Mills and Iron Mines | R. J. McDonald | 3 | 3 | " | 34 50 |
| Boisdale, Barrachois and Ry. Station | N. C. Nicholson | 3 | 3 | " | 45 00 |
| Boisdale and Railway Station | J. O'Hanley | 3 | 12 | " | 56 25 |
| Boisdale and Rear Boisdale | J. McIntyre | 5 | 1 | " | 22 50 |
| Boulardarie and Little Bras d'Or | R. MacKenzie | 14 & 6 | 2 & 3 | " | 216 15 |
| Bowser Station and Railway Stn. | A. Bowser | 50 yds. | 12 | 9 months | 18 75 |
| Boyd's and Frasers Mills | A. A. Boyd | 2 | 3 | " | 22 50 |
| Boylston and Milford Haven Bridge | W. Inlay | 12 | 9 | " | 51 75 |
| Boylston and Mulgrave | R. W. Whitman | 30 | 3 | " | 360 00 |
| Boylston and South Manchester | J. A. McMaster | 3 | 3 | " | 37 50 |
| Boylston and Tracadie Road | J. A. McPherson | 5 | 2 | " | 22 50 |
| Brazil Lake and Gardners Mills | C. E. Nickerson | 2 | 2 | " | 37 50 |
| Brentwood and Railway Station | M. Brenton | 150 yds. | 12 | " | 56 25 |
| Bricton and Railway Station | B. F. Ward | 1 | 12 | " | 52 65 |
| Bridgetown and Clarence | E. S. Grant | 10 | 6 | " | 300 00 |
| Bridgetown and Dalhousie West | T. Todd | 28 | 2 | " | 97 50 |
| Bridgetown and Granville Ferry | J. F. Titus | 14 | 6 | " | 261 00 |
| Bridgetown and Hampton | do | 6 | 2 | " | 18 75 |
| Bridgetown and Lawrencetown | C. R. Poole | 7 | 2 & 1 | " | 78 00 |
| Bridgetown and Parkers Cove | C. E. Dunn | 26 & 12 | 2 & 1 | " | 131 82 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|---------------------------------|---------|
| | | | | | \$ cts. |
| Bridgetown and Railway Station | F. Crosskill | 12 | 12 | 9 months | 75 00 |
| Bridgeville and Railway Station | S. Cameron | 12 | 12 | 9 " | 48 75 |
| Bridgewater and Lunenburg | J. C. Tobin | 12 | 3 | 3 " (to Sept. 30, '06). | 43 75 |
| do do | D. J. Wile | 12 | 3 | 6 " from " " | 87 50 |
| Bridgewater and Mill Village | F. P. Smith | 39½ | 3 | 6 " (to Dec. 31, '06). | 244 50 |
| do do | J. B. Hatt | 39½ | 3 | 3 " from " " | 162 50 |
| Bridgewater and Pleasant River | S. I. Feindel | 13 & 10 | 2 & 3 | 9 " | 168 75 |
| Bridgewater and Railway Station | do | 4 | 24 | 7 " (to Jan. 31, '07). | 146 53 |
| do do | do | 4 | 30 | 2 " from " " | 51 21 |
| Bridgewater and Stanley Section | C. D. Walker | 32 | 2 | 9 " | 165 00 |
| Brighton and Railway Station | C. Marr | 4 | 6 | 9 " | 98 28 |
| Brileys Brook and Railway Station | A. Macdonald | 1 | 6 | 9 " | 58 50 |
| Broad Cove Chapel and McEachen Mills | D. McEachen | 2½ | 2 | 9 " | 30 00 |
| Broad Cove Marsh and Main Post Road | A. McDougall | 2 | 2 | 9 " | 15 00 |
| Broadway and West Merigonish Station | M. Wilkenson | 12½ | 3 | 3 " (to Sept. 30, '06). | 35 97 |
| Broadway and West Merigonish Station | A. Dillon | 12½ | 3 | 6 " from " " | 61 62 |
| Brookfield and Forest Glen | H. B. Benjamin | 13 | 2 | 9 " | 56 25 |
| Brookfield and Greens Creek | A. Boomer | 8 | 2 | 9 " | 78 00 |
| Brookfield and Malaga Gold Mines | F. Wyatt | 6 | 6 | 9 " | 172 50 |
| Brookfield and Railway Station I. C. R. | W. S. Hamilton | 1 | 24 | 9 " | 116 12 |
| Brookfield and Railway Station | A. W. Freeman | 1 | 6 | 9 " | 37 47 |
| Brookfield and Upper Stewiacke | G. Taylor | 18 | 6 | 9 " | 515 25 |
| Brookland and Salt Springs | G. Gray | 2 | 2 | 9 " | 39 00 |
| Brooklyn and Railway Station | A. Godfrey | 200 yds. | 12 | 9 " | 48 75 |
| Brooklyn and Yarmouth | T. Pitman | 4 | 2 | 9 months | 37 50 |
| Brook Village and Centerville East | H. McAskill | 5 | 2 | 9 " | 39 09 |
| Brook Village and Glencoe | P. Campbell | 11 | 2 | 9 " | 75 72 |
| Brook Village and Rosedale | M. McKimmon | 5 | 2 | 9 " | 33 75 |
| Broughton and Railway Station | J. J. Ross | 3 | 12 | 9 " | 117 36 |
| Brown's Mountain and Marshy Hope | D. McEachern | 5½ | 1 | 9 " | 22 50 |
| Brule and Denmark | J. McCoul | 5 | 6 | 9 " | 65 25 |
| Brule Shore and Tatamagouche | G. Henderson | 7 | 3 | 9 " | 49 77 |
| Bryon Island and Leslie | W. Dingwell | 9 | 1 | Part of season 1906 | 120 00 |
| Buckfield and Main Post Road | H. Wymott | 1 | 1 | 9 months | 8 25 |
| Burke and Mabou | D. Burke | 5 | 1 | 2 " & 7 days (to Sept. 7, '06). | 2 81 |
| Burlington and Victoria Harbour | T. A. Baker | 16 | 1 | 9 " | 56 25 |
| Burntcoat and Noel | J. Murray | 4½ | 6 | 9 " | 75 00 |
| Caledonia and Cameron's Settlement | D. M. & J. Cameron | 9 | 3 | 9 " | 66 75 |
| Caledonia and Liverpool | B. L. Godfrey | 30 | 6 | 9 " | 711 75 |
| Caledonia and Maitland | E. Lohmes | 30 | 6 | 9 " | 298 50 |
| Caledonia and New Germany | W. H. Johnson | 25 | 3 | 9 " | 585 00 |
| Caledonia and Railway Station | do | 1½ | 6 | 9 " | 36 75 |
| Caledonia and West Caledonia | J. McGinty | 3 | 3 | 9 " | 63 75 |
| Caledonia and Westfield | R. Johnson | 3 | 2 | 9 " | 33 00 |
| Caledonia and Whiteburn Mines | H. McGuire | 6½ | 3 | 9 " | 65 25 |
| Cambridge Station and Caledon Settlement | J. Caldwell | 12 | 2 | 9 " | 82 50 |
| Cambridge Station and Kinsman's Corner | H. Porter | 15½ | 6 | 9 " | 138 75 |
| Cambridge Station and Railway Station | J. Caldwell | 1 | 12 | 9 " | 45 00 |
| Caunden and Truro | T. J. McKim | 8 | 3 | 9 " | 114 99 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Cheverie and Newport..... | M. Rathbun.... | 17 $\frac{1}{2}$ | 6 | 9 months | 510 00 |
| Cheverie and Walton..... | L. Brown..... | 12 | 6 | 9 " | 288 75 |
| Chignecto and Maccan..... | W. C. Ripley.... | 3 $\frac{1}{2}$ | 6 | 9 " | 141 00 |
| Chimney Corner and Dunvegan.... | R. McLellan.... | 7 | 3 | 9 " | 58 50 |
| Chipman's Brook and Lakeville.... | A. Pingo..... | 10 | 2 | 9 " | 63 63 |
| Chipman's Corner and Kentville.... | I. W. Pyke..... | 21 $\frac{1}{2}$ | 6 | 9 " | 75 00 |
| Christmas Island and East Bay.... | J. Bryden..... | 31 | 3 | 9 " | 390 00 |
| Christmas Island and Railway Stn. | J. McDougall.... | 2 | 12 | 9 " | 41 25 |
| Church Point and Railway Station. | V. Thibodeau.... | 2 $\frac{1}{2}$ | 12 | 9 " | 112 50 |
| Churchville and New Glasgow.... | J. J. McMillan.. | 6 | 3 | 9 " | 75 00 |
| Claremont and River Phillip.... | F. S. Bent..... | 4 | 2 | 9 " | 62 40 |
| Clarke's Harbour and Orion Wharf. | J. L. Nickerson.. | 3 | 2 | trips | 14 00 |
| Clark's Harbour and The Hawk.... | M. Atwood..... | 3 $\frac{1}{2}$ | 6 | 9 months | 112 50 |
| Clark's Road and Louisburg..... | J. McLean..... | 4 $\frac{1}{2}$ | 1 | 9 " | 21 75 |
| Cloverhouse and Kenloch..... | A. McCornack.... | 13 $\frac{1}{2}$ | 3 | 9 " | 104 32 |
| Clementsport and Clementsvalle.. | C. W. Trimmer.. | 4 | 6 | 9 " | 88 00 |
| Clementsport and Railway Station. | E. Rawling..... | 1 | 12 | 9 " | 66 56 |
| Clementsvalle and Princetown.... | T. E. Milner.... | 3 $\frac{1}{2}$ | 2 | 9 " | 36 00 |
| Cleveland and Kempt Road..... | J. L. McLellan.. | 4 | 6 | 9 " | 105 00 |
| Cleveland and Cleveland Siding.... | D. A. McLeod.... | 1 | 12 | 9 " | 56 25 |
| Cloverdale and Middle Stewiacke.. | T. Winton..... | 7 | 2 | 9 " | 60 00 |
| Clyde River and Upper Clyde River. | J. MacKay..... | 25 | 1 | 9 " | 99 00 |
| Clydesvalle and Earltown..... | I. Graham..... | 4 $\frac{1}{2}$ | 2 | 9 " | 37 50 |
| Coady Settlement and Main Post Road. | J. M. Coady..... | $\frac{1}{2}$ | 3 | 9 " | 7 50 |
| Coddles Harbour and Goldboro.... | T. S. McLeod.... | 7 | 2 | 9 " | 97 29 |
| Coldbrook Stat'n and Railway Stn. | E. E. Porter.... | $\frac{1}{2}$ | 12 | 9 " | 58 68 |
| College Grant and Lochaber..... | D. Gillies..... | 6 | 3 | 9 " | 43 86 |
| Collingwood Corner and Farmington | G. Mix..... | 12 $\frac{1}{2}$ | 3 | 9 " | 93 00 |
| Collingwood Corner and Jackson.... | C. W. Teed..... | 6 $\frac{1}{2}$ | 3 | 9 " | 85 50 |
| Collingwood Corner and Oxford Junction Railway Station. | J. K. Chapman.. | 8 | 6 | 9 " | 149 25 |
| Comeau's Hill and East Chebogue.. | H. Van Horn.... | 8 | 2 | 9 " | 67 50 |
| Comeauville and Railway Station.. | C. Gaudet..... | 2 $\frac{1}{2}$ | 12 | 9 " | 131 25 |
| Concession and Railway Station.... | P. J. Doucette.. | 1 $\frac{1}{2}$ | 6 | 9 " | 45 00 |
| Conn's Mills and Railway Station.. | A. DeMings.... | 1 | 6 | 9 " | 24 00 |
| Conquerall Mills and Hebb's Cross. | F. Kaulbach.... | 2 $\frac{1}{2}$ | 3 | 9 " | 45 00 |
| Cooks Brook and Little River Musquodoboit | E. Cook..... | 6 | 3 | 9 " | 67 50 |
| Copper Lake and North Lochaber.. | A. Manson..... | 4 $\frac{1}{2}$ | 3 | 9 " | 54 96 |
| Corberrie and Weymouth Bridge.... | T. Gaudet..... | 14 | 3 | 6 " (to Dec. 31, '06) | 140 24 |
| do do | G. W. Prime.... | 14 | 3 | 3 " from " | 71 25 |
| Cow Bay and Dartmouth..... | G. Richard..... | 20 | 2 | 9 " | 112 50 |
| Coxheath and Sydney River..... | M. D. Lewis.... | 2 | 6 | 9 " | 78 00 |
| Craigmore and Railway Station.... | A. Cameron.... | 1 $\frac{1}{2}$ | 6 | 9 " | 45 00 |
| Crauton Section and Frizzleton.... | O. Ingraham.... | 3 $\frac{1}{2}$ | 3 | 9 " | 31 50 |
| Crossburg and Hastings Junction Station | Davison Lumber Co. | 10 $\frac{1}{2}$ | 6 | 1 " (from Mar. 1, '07) | 1 08 |
| Cross Roads County Harbour and Forest Hill | L. Mason..... | 9 | 3 | 9 " | 75 00 |
| Cross Roads, Leitches Creek and Leitches Creek..... | D. Johnson.... | 3 | 3 | 9 " | 26 25 |
| Cross Roads, Leitches Creek and North-west Arm..... | A. D. Clark.... | 1 $\frac{1}{2}$ | 6 | 9 " | 45 00 |
| Cross Roads, Leitches Creek and Railway Station | do | $\frac{1}{2}$ | 6 | 9 " | 46 80 |
| Cross Roads, Ohio and Donnybrook | A. B. Lays..... | 7 $\frac{1}{2}$ | 1 | 9 " | 22 50 |
| Cross Roads, Ohio and James River Station | I. I. McLean.... | 10 | 6 | 9 " | 182 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-------------------------|--------------------|------------------------|---------------------------|---------|
| | | | | | § cts. |
| Cross Roads, St. Georges Channel and West Bay | M. R. Hill. | 15 | 3 | 6 mos. (to Dec. 31, '06). | 136 50 |
| Crouse Town and Petite River Bridge | S. Hilton. | 3 | 1 & 2 | 9 " | 30 00 |
| Culloden and Digby | C. E. Turnbull. | 16 | 1 | 9 " | 58 50 |
| Cummings Mountain and Sunnybrae | J. R. McIntosh. | 3 | 2 | 9 " | 30 00 |
| Dalhousie Road and Lakeview | J. Forrestall. | 5 | 2 | 9 " | 45 00 |
| Dalhousie, Road Springfield and Railway Station | R. Stoddart. | 10½ 6½ 1½ | 3, 6 & 12 | 9 " | 240 00 |
| Dalhousie Settlement and Scotsburn Station | C. A. McIntosh. | 11½ | 3 | 9 " | 126 03 |
| Danesville and Railway Station | W. J. Wambolt. | 2 | 3 | 9 " | 58 50 |
| Dartmouth and Halifax. | R. B. McLean. | 1½ | 18 | 9 " | 168 75 |
| Dartmouth and Montagne Gold Mines | F. W. Cooper | 7 | 3 | 9 " | 90 00 |
| Dartmouth and Musquodoboit Harbour | R. L. Wambolt. | 34 | 3 | 9 " | 438 00 |
| Dean and Shubenacadie. | W. H. Guild. | 36 | 6 | 9 " | 741 00 |
| Debert Station and Folly Mountain | D. E. Totten. | 19¼ & 18¼ | 2 & 1 | 3 " (to Sept. 30, '06). | 33 93 |
| do do | S. J. Stevens. | 19¼ & 18¼ | 2 & 1 | 6 " from " | 78 00 |
| Debert Station and Masstown. | G. Vance. | 4 | 6 | 9 " | 106 25 |
| Debert Station and Ry. Station | J. Cotton. | 75 yds. | 12 | 9 " | 45 00 |
| Deep Brook and Railway Station | J. R. Vroom. | 185 yds. | 12 | 9 " | 27 00 |
| Deep Brook and Waldeck Line | S. Henshaw. | 2½ | 2 | 9 " | 26 25 |
| Deep Cove and Gaberouse. | R. Thomas. | 5 | 1 | 9 " | 15 00 |
| Deepdale and Strathlorne. | A. J. McLellan. | 2 | 6 | 9 " | 56 25 |
| Delaps Cove and Granville Ferry. | W. Hardy. | 12 | 2 | 9 " | 72 00 |
| Denmark and Railway Station | J. W. McLeod. | ½ | 12 | 9 " | 37 44 |
| Denmark and Truro | H. G. Marshall. | 12 & 21 | 6 & 3 | 9 " | 546 00 |
| Descouse and Lennox Ferry. | A. Landry. | 3½ | 6 | 6 " (to Dec. 31, '06). | 50 00 |
| do do | D. A. Kaulbeck. | 3½ | 6 | 3 " from " | 28 75 |
| Descouse and Rocky Bay. | J. P. Gruchy. | 6½ & 2¼ | 3 | 9 " | 54 66 |
| Devon and Goffs | J. G. Kerr. | 7 | 2 | 9 " | 58 50 |
| Digby and Port Wade | J. W. Mussels. | 8 | 2 | 9 " | 36 75 |
| Digby and Railway Station | E. Turnbull. | 200 yds. | 12 | 9 " | 75 00 |
| Digby and Westport | W. H. Eldredge. | 43 | 6 | 9 " | 787 50 |
| Digby Wharf, Railway Station and Station Letter Box | C. Winchester. | ¼ | as req. | 9 " | 60 00 |
| Dominion No. 6 and Glace Bay | D. Merlin. | 5 | 6 | 9 " | 375 00 |
| Doncetteville and North Range Corner | J. Zeigler. | 8 | 3 | 9 " | 82 50 |
| Duncan and Railway Station. | H. Rafuse. | ¾ | 6 | 9 " | 36 75 |
| Duncan's Corner and Main Post R'd | D. Connors. | 1 | 4 | 9 " | 37 50 |
| Dummaglass and Maple Ridge. | A. A. Fraser. | 3¾ | 2 | 9 " | 29 61 |
| Dunmore and McPherson | H. McGilivray. | 1½ | 3 | 9 " | 22 11 |
| Dunvegan and Margaree Island | R. McRae. | 5 | 1 | 3 " (to Sept. 30, '06) | 8 75 |
| do do | J. A. McRae. | 5 | 1 | 6 " from " | 17 50 |
| Earlton and West Earlton. | D. R. McKay. | 5 | 2 | 9 " | 52 50 |
| East Anhurst and Hastings. | J. S. Crandall. | 2 | 2 | 9 " | 30 00 |
| East Bay and Glen Morrison. | D. Morrison. | 4½ | 2 | 9 " | 30 00 |
| East Bay and McAdams Lake. | A. McMullin. | 7¼ | 2 | 0 " | 50 25 |
| East Bay and Rear East Bay. | A. McIsaac. | 3¼ | 2 | 9 " | 33 75 |
| East Chezzetcook and Head of Chezzetcook | J. W. Pettipas. | 3 | 3 | 9 " | 21 00 |
| East Chezzetcook and Lower East Chezzetcook | U. Roast. | 3½ | 3 | 9 " | 45 00 |
| East Dover and McGrath's Cove. | W. Murphy. | 3 | 3 | 9 " | 18 75 |
| East Dover and Peggy's Cove. | A. A. Scott. | 4 | 3 | 9 " | 75 36 |
| Eastern Harbour and Little River Cheticamp | P. Poirier. | 2½ | 2 | 9 " | 22 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|--------------------------|----------|
| | | | | | 8 cts. |
| Eastern Harbour and Margaree Harbour | T. B. Shaw | 23 | 6 | 9 months | 393 75 |
| Eastern Harbour and Pleasant Bay | A. Canule | 27 | 2 | 1 " (to July 31, '06) | 50 00 |
| do do | N. Deveaux | 27 | 2 | 8 " from " | 265 33 |
| East Inglewille and Lawrencetown | E. Bartheaux | 2 | 7 & 4 | 1 trip | 1 50 |
| do do | H. Daniels | 2 | 7 & 4 | 2 mos. (to Aug. 31, '06) | 20 00 |
| do do | do | 5 | 2 | 7 " from " | 60 66 |
| East Jeddore and Jeddore Oyster Ponds | F. H. Stoddart | 4½ | 3 | 9 " " | 45 00 |
| East Kemptville and Brazil Lake Station | O. P. Ryerson | 19¾ | 3 | 7 " (from Sept. 1, '06) | 121 60 |
| East Mapleton and East Southampton | R. G. Harrison | 6 | 3 | 9 " " | 93 00 |
| East Margaree and Main Post Road | D. McInnis | 2 | 6 | 9 " " | 48 75 |
| East Mountain and Valley Station | E. Nelson | 3¾ | 2 | 9 " " | 56 25 |
| East Pubnico and Railway Station | B. Hines | 8 | 16 & 12 | 9 " " | 41 62 |
| East River and Railway Station | J. Meisner | ¾ | 6 | 9 " " | 56 25 |
| East River St. Mary's and Greens Brook | T. Green | 5½ | 2 | 9 " " | 30 00 |
| East River Sheet Harbour and Lewiston | G. E. M. Lewis | 7 | 6 | 9 " " | 148 50 |
| East Side Port L'Hebert and Port Joli | W. McDonald | 7 | 1 | 9 " " | 30 00 |
| East Side Ragged Island and Walls Corner | J. Matthews | 3 | 2 | 9 " " | 56 25 |
| East Southampton and Ry. Station | J. Bird, Jr | ¼ | 12 | 9 " " | 75 50 |
| East Southampton and South Brook | J. W. Brown | 5 | 2 | 9 " " | 37 50 |
| Eastville and Upper Stewiacke | G. Dickie | 18½ | 6 | 9 " " | 201 75 |
| East Wentworth and Wentworth Station | D. G. Whidden | 5 | 3 | 9 " " | 59 82 |
| Edwardsville and North West Arm | J. McDonald | 6½ | 3 | 9 " " | 126 75 |
| Eel Brook and Lower Eel Brook | J. T. Surette | 2 | 6 | 9 " " | 56 79 |
| Eel Brook and Railway Station | W. H. Lent | 2½ & 1¼ | 6 & 16 | 9 " " | 131 25 |
| Eel Cove and Main Post Road | D. McLeod | ½ | 6 | 9 " " | 11 25 |
| Eel Creek and Oxford | G. S. Tait | 19 | 3 | 9 " " | 121 50 |
| Eight Island Lake and Main Post Road | J. R. Sutherland | ½ | 3 | 9 " " | 18 75 |
| Ellershous and Hartville | G. Swinhammer | 1½ | 6 | 9 " " | 41 25 |
| Ellershous and Newport | W. Smiley | 5½ | 2 | 9 " " | 75 00 |
| Ellershous and Railway Station | J. McDonald | 50 yds. | 24 | 9 " " | 50 25 |
| Elmsdale and Upper Nine Mile River | A. J. Horne | 11 | 3 | 9 " " | 150 93 |
| Elmsdale and Railway Station | H. R. Whitehead | 80 yds. | 18 | 9 " " | 70 20 |
| Emerald and Main Post Road | M. J. Tompkins | 3¾ | 2 | 9 " " | 30 00 |
| Enfield and Goffs | A. J. McDonald | 6½ | 3 | 9 " " | 87 75 |
| Enfield and Railway Station | H. F. Donaldson | 80 yds. | 18 | 9 " " | 75 00 |
| Enfield and Renfrew | F. D. Horne | 7 | 2 | 9 " " | 55 50 |
| Englishtown and Ingomish Ferry | D. B. Macleod | 25½ | 6 | 9 " " | 1,086 00 |
| Englishtown and Murray | F. J. D. Barnjum | 3 | 6 | 9 " " | 135 09 |
| Englishtown and North Sydney | J. Old | 27½ | 6 | 9 " " | 564 87 |
| Ernville and Guysboro | J. E. Lawlor | 16 | 3 | 6 " (from Oct. 1, '06) | 111 38 |
| Ernville and Roman Valley | P. E. Farrell | 7 | 1 | 9 " " | 24 60 |
| Ernville and South River Lake | D. McNeil | 12 | 3 | 6 " (from Oct. 1, '06) | 100 00 |
| Essex and Port Hastings | J. McKinnon | 12 | 1 | 9 " " | 54 75 |
| Estmere, Alba and Railway Station | W. J. Kennedy | 4½ & 2 | 6 & 3 | 9 " " | 67 50 |
| Etang du Nord and Grand Entry | J. Patton | 24½ | as req. | Part of season 1906 | 93 75 |
| Eureka and Island East River | A. Mackenzie | 2½ | 3 | 9 months | 58 50 |
| Eureka and Railway Station | H. Grant | ¼ | 24 | 9 " " | 75 00 |
| Evanston and Railway Station | J. C. MacLeod | ¼ | 6 | 9 " " | 15 00 |
| Fairview Station and Railway Stn. | V. E. Purcell | 250 yds. | 6 | 9 " " | 38 50 |
| Falkland and Herring Cove | P. V. Hayes | 3 | 2 | 9 " " | 37 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|-------------------------------|---------|
| | | | | | \$ cts. |
| Falmouth Station and Railway Stn. | F. H. Manning. | 12 yds. | 12 | 9 months | 45 00 |
| Fauxbourg and Lunenburg | R. A. Backman. | 6½ | 1 & 2 | 9 " | 52 87 |
| Feltz South and Rose Bay | W. Mosher. | 6½ | 1 & 3 | 9 " | 67 50 |
| Fenwick and Nappau Station | F. P. Smith. | 3½ | 3 | 9 " | 49 50 |
| Fergusons Lake & Main Post Road | D. Ferguson. | 1½ | 3 | 9 " | 18 75 |
| Ferry Landing and Little Narrows. | M. J. McCaskill | 2½ | 3 | 9 " | 33 75 |
| Ferry Landing & Alba Ry. Stn. | K. McLennan | 5½ | 6 | 9 " | 75 12 |
| Fifteen Mile Stream and Hopewell | J. McNaughton. | 29¼ & 5¼ | 1 & 3 | 9 " | 255 00 |
| Fisherman's Harbour and Port Hilford | N. Bingley. | 11 | 3 | 9 " | 150 00 |
| Five Islands and Great Village. | S. F. Fletcher. | 28½ | 6 | 9 " | 524 25 |
| Five Islands & Lower Five Islands | D. Corbett. | 27 | 6 | 9 " | 60 00 |
| Five Islands and Parrsboro | A. F. Durning. | 15 | 6 | 9 " | 277 50 |
| Five Mile River and Maitland. | R. S. Walker. | 9 | 3 | 2 " (from Feb. 1, '07) | 30 00 |
| Florence and Little Pond. | W. Marsh | 2 | 1 | 9 " | 13 11 |
| Florence and Sydney Mines. | J. McKeigan. | 2 | 6 | 9 " | 70 41 |
| Folly Lake and Railway Station. | C. Fields. | 100 yds. | 12 | 3 " 25 dys. (to Oct. 25, '06) | 12 72 |
| do do | M. George. | 100 yds. | 12 | 5 " 6 dys. from Oct. 25, '06. | 17 28 |
| Folly Village & East Mines Ry. Stn | F. G. Wheaton. | 4½ | 12 | 3 " (to Sept. 30, '06) | 50 00 |
| do do | J. A. Fraser. | 4½ | 12 | 6 " from " | 162 50 |
| Forbes Point & Lower East Pubnico | J. Amiro. | 7 | 8 | 9 " | 217 50 |
| Forest Glen and Margaretsville. | J. I. Nixon. | 8 | 3 | 9 " | 56 25 |
| Forest Glen and Kingross. | A. A. Ross. | 3 | 1 | 9 " | 20 66 |
| Forties Settlement and Fraxville. | L. Hiltz. | 5 | 2 | 9 " | 30 00 |
| Forties Settlement and New Ross. | J. Curkum. | 5 & 12 | 1 | 9 " | 76 23 |
| Fort Lawrence and Railway Station | C. E. Baker. | 1 | 12 | 9 " | 94 68 |
| Ft. Lawrence & Upper Ft. Lawrence | M. Chapman. | 2½ | 3 | 9 " | 60 00 |
| Fort Louisburg and Louisburg | M. Pope. | 3½ | 2 | 9 " | 26 25 |
| Fort Point and Weymouth. | G. T. Cooke. | 3 | 2 | 9 " | 22 50 |
| Fourchu and Gaberouse. | G. Hardy | 12 | 3 | 9 " | 137 50 |
| Fourchu and Grand River. | G. Hardy. | 30 | 3 | 6 " (to Dec. 31, '06). | 175 00 |
| do do | D. Morrison. | 30 | 3 | 3 " from " | 95 00 |
| Fourteen-mile House and Railway Station. | E. B. Hubley. | 350 yds. | 12 | 9 " | 9 25 |
| Fox Harbour and Wallace | B. Robertson. | 4 & 13 | 3 | 9 " | 71 74 |
| Franboise and Loch Lonond | D. Patterson. | 12 | 2 | 9 " | 75 00 |
| Franboise and North Franboise. | A. McQuien. | 5 | 1 | 9 " | 18 75 |
| Fraser's Grant and Heatherton. | A. McDougall. | 5 | 1 | 9 " | 34 50 |
| Fraser's Grant and New France. | L. McNeil | 1½ | 1 | 9 " | 9 00 |
| French River & McGraths Mountain | W. Flynn | 5 | 2 | 9 " | 26 49 |
| Frenchvale and North-west Arm. | M. Gouthro | 7 | 2 | 9 " | 60 00 |
| Frizzleton and Marsh Brook. | E. Burton | 4½ | 3 | 6 " (to Dec. 31, '06). | 20 00 |
| do do | O. Ingraham. | 4½ | 3 | 3 " from " | 7 50 |
| Gaberouse & Gaberouse Barachois. | D. J. McLeod. | 1½ | 2 | 9 " | 30 00 |
| Gaberouse and Gull Cove. | E. Bagnell. | 4 | 1 | 9 " | 33 75 |
| Gaberouse and Sydney | D. McRae | 37 | 3 | 9 " | 375 00 |
| Girloch Mountain and West side of Middle River. | N. Nicholson | 4 | 2 | 9 " | 30 00 |
| Gardner Mines and Old Bridgeport | H. Bontilier. | 1½ | 6 | 9 " | 63 75 |
| Gaspereaux and Vesuvius. | J. D. Martin. | 21½ | 2 | 9 " | 65 25 |
| Gaspereaux and Wolfville. | M. Cleveland. | 2½ | 6 | 9 " | 72 00 |
| Gays River and West St. Andrews. | M. Andrews. | 7½ | 2 | 9 " | 67 50 |
| Gegoggin and Liscomb. | H. Croft, Sr. | 6½ | 1 | 9 " | 37 50 |
| Georges River and North Sydney Junction Station. | L. Day. | 2 | 12 | 9 " | 150 00 |
| Georges River and Scotch Lake. | J. M. McLeod. | 1½ | 6 | 9 " | 78 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--------------------------|--------------------|------------------------|------------------------|---------|
| Georges River Station and Long Island Main | D. B. O'Handley | 21 | 2 | 9 months | 56 25 |
| Georges River Station and Railway Station | W. Almon | 80 yds. | 3 | 9 " | 18 75 |
| Georgeville and Greendale | A. McInnis | 7 | 1 | 9 " | 26 25 |
| Georgeville and Malignant Cove | D. McInnis | 5 | 6 | 9 " | 116 25 |
| Georgeville and Morar | J. A. Gillis | 21 | 3 | 9 " | 35 10 |
| Gerrard Island and Popes Harbour | G. Gerrard | 22 | 3 | 9 " | 37 50 |
| Gilbert Cove and Railway Station | C. White | 31 | 12 | 9 " | 127 50 |
| Gilbert Mountain and Halfway River Station | D. Atkinson | 8 | 2 | 9 " | 58 86 |
| Gillanders Mountain and Middle River | C. McLennan | 4 | 1 | 9 " | 15 75 |
| Gillis Cove and Orangedale | P. McLellan | 34 | 2 | 9 " | 37 50 |
| Glace Bay and Railway Station | L. H. Petrie | 4 | 6 | 9 " | 56 25 |
| Glasgow and Shunacadie | D. S. McKinnon | 4 | 2 | 9 " | 26 25 |
| Glasburn and Main Post Road | J. B. MacDonald | 17 | 6 | 9 " | 6 00 |
| Glencoe and Upper Glencoe | P. Campbell | 5 | 2 | 9 " | 29 91 |
| Glendale and West Bay Road | A. McDonald | 7 | 6 | 9 " | 183 00 |
| Glendyre and Railway Station | N. Cameron | 6 | 6 | 9 " | 45 45 |
| Glenelg and Sherbrooke | J. McGrath | 11 | 3 | 9 " | 111 75 |
| Glegarry and Mabou | A. Beaton | 4 | 2 | 9 " | 22 50 |
| Glegarry Station and Railway Station | D. McKay | 100 yds. | 12 | 9 " | 38 73 |
| Glegarry Station and Union Centre | D. McDermid | 22 | 3 | 2 " (to Aug. 31, '06) | 31 50 |
| do do | J. Matheson | 22 | 3 | 7 " from " | 141 16 |
| Glen Margaret and Peggys Cove | O. Dauphnee | 9 1/2 | 6 | 9 " | 133 77 |
| Glen Margaret and French Village | W. Maher | 19 | 6 | 9 " | 149 25 |
| Glenora Falls and Mabou | A. D. Campbell | 3 | 3 | 9 " | 37 50 |
| Glenville and Willow Bank | D. D. McLellan | 1 1/2 | 3 | 9 " | 22 50 |
| Glennwood and Railway Station | J. Frost & Sons | 3 | 16 & 12 | 9 " | 138 75 |
| Glennwood and Roberts Island | do | 3 | 2 | 9 " | 18 75 |
| Goldenville and Sherbrooke | M. McGrath | 2 1/2 | 3 | 9 " | 52 50 |
| Gold River and Railway Station | A. S. Keddy | 2 1/2 | 12 | 9 " | 112 32 |
| Gore and Kennetcook Railway Station | J. Murdock | 5 | 6 | 2 " (from Feb. 1, '07) | 33 33 |
| Gore and Maitland | R. S. Walker | 20 | 1 & 2 | 7 " (to Jan. 31, '07) | 201 25 |
| Gore and Mount Uniacke | D. McPhee | 27 | 3 | 9 " | 330 00 |
| Gore and Newport | G. A. Casey | 41 | 3 | 9 " | 244 75 |
| Gore and Shubenacadie | A. C. Densmore | 40, 45 & 33 | 1 | 9 " | 246 34 |
| Grand Anse and Railway Station | M. McPherson | 1 1/2 | 12 | 9 " | 75 00 |
| Grand Entry and Leslie | H. Taker | 6 & 13 | 1 | Part of Season, 1906 | 49 50 |
| Grand Entry and Old Harry | W. E. Clarke | 6 | 1 | 9 months | 75 00 |
| Grand Greve and Main Post Road | C. J. Lafford | 1 | 6 | 4 " from Dec. 1, '06 | 16 66 |
| Grandigüe Ferry and Lennox Ferry | Municipality of Richmond | 4 | 6 | 9 " | 450 00 |
| Grandigüe Ferry and Grand Anse Railway Station | J. McDoneil | 2 1/2 | 6 | 9 " | 90 00 |
| Grandigüe Ferry and West Arichat | J. A. Parker | 11 | 6 | 9 " | 371 25 |
| Grand Lake and Railway Station | S. C. Fiske | 300 yds. | 12 | 9 " | 26 25 |
| Grand Narrows and Railway Station | E. A. McNeil | 1 1/2 | 12 | 9 " | 26 25 |
| Grand Pré and Long Island | A. Fullerton | 2 1/2 | 3 | 9 " | 60 00 |
| Grand Pré and Melanson | J. L. Simson | 3 | 3 | 9 " | 52 50 |
| Grand Pré and Railway Station | E. McLatchey | 1 1/2 | 12 | 9 " | 65 52 |
| Grand River and Grand River Falls | D. N. McKillop | 4 | 2 | 9 " | 45 00 |
| Grand River and Lewis Cove Road | H. McLeod | 3 | 2 | 9 " | 15 00 |
| Grand River and St. Peters | A. McEachin | 17 | 6 | 9 " | 374 25 |
| Granton and Westville | D. Porter | 7 | 3 | 9 " | 175 50 |
| Granville Ferry and Victoria Beach | E. M. Young | 17 | 6 | 9 " | 234 00 |
| Great Village and Londonderry Railway Station | A. S. Kent | 4 | 12 | 9 " | 169 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------------------|--------------------|------------------------|---------------------------|----------|
| | | | | | \$ cts. |
| Green Cove and Main Post Road.. | W. H. Dupe... | 14 | 2 | 1 month (to July 31, '06) | 2 08 |
| Greenfield and Middlefield..... | J. E. Tibert... | 5 | 6 | 9 " " " " " " " " " " " " | 109 50 |
| Greenfield and Valley Station.... | A. J. McKenzie | 5 | 2 | 9 " " " " " " " " " " " " | 68 25 |
| Green Harbour and Main Post Road | J. Enlow..... | 2 | 3 | 9 " " " " " " " " " " " " | 35 00 |
| Green Hill and Westville..... | J. D. Cameron.. | 6 | 3 | 9 " " " " " " " " " " " " | 117 00 |
| Greenville Station and Henderson's Settlement..... | J. R. McKeand. | 6 | 3 | 9 " " " " " " " " " " " " | 60 00 |
| Greenville Station and Railway Stn. | W. C. Brown... | 100 yds. | 12 | 9 " " " " " " " " " " " " | 37 50 |
| Greenwich and Lower Canard..... | H. N. Forsyth.. | 6½ & 1 | 6&12 | 9 " " " " " " " " " " " " | 199 53 |
| Greenwich and Railway Station... | G. D. Brown... | 12 yds. | 24 | 9 " " " " " " " " " " " " | 46 95 |
| Greenwich and White rock Mills... | J. L. Bishop.... | 5 | 3 | 9 " " " " " " " " " " " " | 46 77 |
| Grindstone Island, Etang du Nord and South Beach..... | J. Patton..... | 5 & 9½ | 2 | Part of season 1906 | 131 25 |
| Grindstone Island and Lapeyriere.. | V. Boudreau... | 5 | 4 | " " " " " " " " " " " " | 30 00 |
| Grosses Coques and Railway Stn... | J. A. Comeau... | 4½ | 12 | 9 months | 248 75 |
| Grosvenor and Railway Station.... | S. J. O'Neill.... | 5 | 3 | 9 " " " " " " " " " " " " | 88 25 |
| Gunning Cove and McNutt's Island | C. E. Rapp..... | 3½ | 1 | 9 " " " " " " " " " " " " | 35 16 |
| Guysboro and Heatherton..... | D. D. Harrington | 28 | 6 | 9 " " " " " " " " " " " " | 1,033 50 |
| Guysboro and Salmon River Lake.. | J. E. Lawlor... | 13 | 3 | 3 " (to Sept. 30, '06) | 45 25 |
| Guysboro, Intervale and North Intervale..... | D. J. McDougall | 3 | 3 | 9 " " " " " " " " " " " " | 36 00 |
| Half Island Cove and Lower White Haven..... | S. Hendsbee.... | 13 | 6 | 9 " " " " " " " " " " " " | 243 00 |
| Halfway Brook and Lily Vale..... | S. Pyker..... | 2½ | 2 | 9 " " " " " " " " " " " " | 27 00 |
| Halfway River Station and Harrison Settlement..... | I. Fullerton.... | 6 | 2 | 9 " " " " " " " " " " " " | 71 55 |
| Halfway River Station and Pettigrew Settlement..... | F. Fullerton.... | 4½ | 3 | 9 " " " " " " " " " " " " | 63 75 |
| Halfway River Station and Railway Station..... | do | 5 | 12 | 9 " " " " " " " " " " " " | 37 50 |
| Halifax Letter Carrier's Service... | Halifax Electric Tranway Co. | | 9 | " " " " " " " " " " " " | 300 00 |
| Halifax and Lower Prospect..... | S. Slaunwhite... | 22½ | 3 | 9 " " " " " " " " " " " " | 157 50 |
| Halifax and Prospect..... | J. Doherty..... | 21 | 3 | 9 " " " " " " " " " " " " | 168 75 |
| Halifax and Railway Station..... | D. McLennan... | 1½ | asreq. | 9 " " " " " " " " " " " " | 864 00 |
| do do | Fraser Bros. | | | Special trip | 1 00 |
| Halifax Special Xmas Delivery... | F. Hughes..... | | | | 32 50 |
| do do | R. Hope..... | | | | 9 00 |
| Halifax and Railway Station..... | H. W. Blackadar P.M. (to pay) | | | Special trip | 1 50 |
| Halifax and Sambro..... | J. N. Smith, jr. | 21½ | 3 | 9 months | 143 33 |
| Halifax and Street Letter Boxes... | W. Croighton... | 18, 5½ & 20 | 12 & 6 | 9 " " (less fines) | 1,520 84 |
| Halifax and West River Sheet Harbour..... | T. Cox..... | 83 & 44½ | 3 | 6 " (to Dec. 31, '06) | 874 52 |
| do do | R. Stoddart... | 83 & 44½ | 3 | 3 " from " " | 437 26 |
| Halifax and Wharf..... | F. Hughes..... | | | 5 trips | 5 00 |
| Hantsport and Lochtonville..... | G. King..... | 3 | 3 | 9 months | 58 50 |
| Hantsport and Railway Station... | S. H. Mitchner. | 1 | 24 | 9 " " " " " " " " " " " " | 51 00 |
| Harbour au Bonche and Railway Station..... | M. Pelrine.... | 2 | 12 | 3 " (to Sept. 30, '06) | 22 50 |
| do do | J. E. Corbett... | 2 | 12 | 6 " from " " | 37 00 |
| Harbourville and Berwick Station.. | G. Collins.... | 12 | 3 | 9 " " " " " " " " " " " " | 225 00 |
| Hawthorne and Port Hood..... | J. S. Gillis.... | 4 | 2 | 9 " " " " " " " " " " " " | 21 00 |
| Hay Cove and Loch Leonopd..... | J. N. McDonald | 12½ | 3 | 9 " " " " " " " " " " " " | 82 50 |
| Hays River and Mount Young..... | A. S. McKinnon | 1½ | 3 | 9 " " " " " " " " " " " " | 22 50 |
| Hazel Hill and Little Dover..... | P. Sampson.... | 4 | 2 | 9 " " " " " " " " " " " " | 45 00 |
| Head of Jeddore and Lower West Jeddore..... | N. Dooks..... | 9 | 3 | 9 " " " " " " " " " " " " | 89 25 |
| Head of Jeddore and Myers Point.. | C. J. Myers.... | 2½ | 3 | 9 " " " " " " " " " " " " | 30 00 |
| Head of River Hebert and River Hebert..... | J. O. Scott.... | 5 | 3 | 9 " " " " " " " " " " " " | 92 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|------------------------|----------|
| | | | | | 8 cts. |
| Head of St. Margarets Bay and Railway Station. | W. Mahar. | 2½ | 12 | 9 months. | 74 25 |
| Heathbell and Scotsburn Station. | D. G. McKay. | 3 | 3 | 9 " | 53 25 |
| Heatherton and Railway Station. | D. D. Harrington. | ¾ | 12 | 9 " | 42 24 |
| Hebbs Cross & Mic-Mac Gold Mines | B. Bolivar. | 3½ | 3 | 9 " | 18 75 |
| Hebbs Cross and Railway Station. | J. E. Hebb. | 356 yds. | 12 | 9 " | 46 80 |
| Hebron and Port Maitland | Porter & Thurs- | | | | |
| | ton | 8 | 6 | Part of season 1906. | 90 00 |
| Hebron and Railway Station. | S. A. Bain | ¼ | 12 | 9 months. | 56 25 |
| Hectanooga and Railway Station. | J. A. Blackadar. | 50 yds. | 12 | 9 " | 30 00 |
| Hemford and Railway Station. | W. Mailman. | ¾ | 6 | 9 " | 19 50 |
| Hemford and Simpsons Corner. | do | 3 | 3 | 9 " | 75 00 |
| Hidden and Railway Station. | J. Wynn. | ¾ | 12 | 9 " | 56 34 |
| Hillaton and Railway Station. | C. Dorman. | ¼ | 24 | 9 " | 75 75 |
| Hill Grove and Railway Station. | S. Thomas. | 3 | 3 | 6 " (to Dec. 31, '06). | 30 00 |
| do do | J. Amero. | 3 | 3 | 3 " from do | 21 25 |
| Hillside and Railway Station. | M. Ferguson. | 12½ | 3 | 9 " | 162 63 |
| Hodson and River John | D. E. Logan. | 10 | 3 | 9 " | 51 75 |
| Homeville and South Port Morien. | E. Shepard. | 12 | 1 | 9 " | 37 50 |
| Hopewell and Railway Station. | F. Proudfoot. | | 12 | 9 " | 37 50 |
| Hortonville and Railway Station. | E. G. Curry. | 1 | 12 | 9 " | 75 00 |
| Hubbards and Railway Station. | A. W. Shatford. | | 12 & 18 | 9 " | 31 36 |
| Indian Harbour Lake & Sherbrooke | S. J. Hingley. | 41 | 3 | 9 " | 174 75 |
| Indian Point and Mahone Bay. | E. Mosher. | 5 | 2 | 9 " | 56 25 |
| Ingonish Ferry and New Haven. | S. S. Burke. | 21½ | 6 | 9 " | 711 00 |
| Inverness and Railway Station. | A. J. Campbell. | ¼ | 12 | 9 " | 56 34 |
| Inverness and Sight Point. | J. D. McEachen. | 9 | 2 | 9 " | 52 50 |
| Inverness Asylum and Railway Stn. | A. F. Beaton. | ¾ | 6 | 9 " | 56 25 |
| Inverness and Port Hood. | L. McNeil. | | | Special service. | 30 00 |
| Iona and Lower Washabuck. | D. D. McNeil. | 33 | 3 | 9 mos. and arrears. | 228 73 |
| Iona and Railway Station. | E. A. MacNeil. | ¼ | 12 | 9 " | 37 50 |
| Irish Cove and Lake Uist. | D. McDougall. | 5 | 2 | 4 " (to Oct. 31, '06). | 17 08 |
| do do | P. W. McDougall. | 5 | 2 | 5 " from do | 18 53 |
| Irish Cove and St. Peters. | A. McNeil. | 27 | 6 | 9 " | 712 50 |
| Irish Cove and Sydney. | do | 34½ | 6 | 9 " | 1,050 00 |
| Iron Ore and Sunny Brae. | J. McDonald. | 4 | 1 | 9 " | 19 50 |
| Iron Rock and Railway Station. | C. Fraser. | 300 yds. | 12 | 9 " | 45 00 |
| Italy Cross and Railway Station. | T. Brady. | ¼ | 12 | 9 " | 22 50 |
| Ivera and Upper Middle River. | J. H. McLennan. | 2 | 2 | 9 " | 15 00 |
| Jacksonville and North Sydney. | E. M. Jackson. | 3½ | 6 | 9 " | 75 00 |
| James River and James River Stn. | P. McDonald. | 3 | 2 | 9 " | 37 50 |
| James River Station and Railway Station. | J. McDonald. | 100 yds. | 12 | 9 " | 60 00 |
| Janessville and McKinnons Harbour | M. McDonald. | 2½ | 3 | 9 " | 37 50 |
| Jauvrins Harbour and West Arichat | S. Bonin. | 5 | 2 | 9 " | 67 50 |
| Jeddore Oyster Ponds and Upper Lakeville. | H. Faulkner. | 4 | 2 | 9 " | 30 00 |
| Jersey Cove and Main Post Road. | J. Montgomery. | 350 yds. | 6 | 9 " | 11 25 |
| Joggin Bridge and Railway Station | H. J. Woodman. | 1½ | 12 | 9 " | 60 84 |
| Joggins Mines and Lower Cove. | C. Melanson. | 3 | 6 | 9 " | 149 25 |
| Joggins Mines and Railway Station | | | 12 | 9 " | 61 02 |
| Jordan Bay and Shelburne. | L. Hipson. | 5 & 2 | 3 | 9 " | 221 25 |
| Jubilee and McKinnons Harbour. | D. A. McNeil. | 6½ | 3 | 8 " (to Feb. 28, '07). | 47 33 |
| do do | D. McNeil. | 6½ | 3 | 1 " from " | 7 40 |
| Judique and Milford. | J. D. McDonald. | 14½ | 2 | 9 " | 90 00 |
| Judique and Railway Station. | N. S. McIsaac. | 1 | 12 | 9 " | 33 75 |
| Judique and Upper South-West Mabou. | A. McLellan. | 10 | 2 | 9 " | 59 20 |
| Kenptville and Brazil Lake Railway Station. | J. W. Crosby. | 12½ | 3 | 9 " | 127 50 |
| Kenloch and Scotsville. | A. Kennedy. | 7½ | 2 | 9 " | 46 56 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|--|---------|
| Kennetcook Corner and Noel Station | J. Murray | 20 | 2 | 9 months | 60 00 |
| Kennetcook Corner and Railway Station | T. Barron | 200 yds. | 6 | 9 " | 23 46 |
| Kemington Cove and Louisburg | A. Munro | 6 | 1 | 9 " | 30 00 |
| Kentville and Lakeville | W. Boyle | 19 | 6 | 9 " | 222 75 |
| Kentville and New Ross | L. M. Murphy | 26 | 2 | 9 " | 261 00 |
| Kentville and Railway Station | J. H. Hiltz | 4 | 36 | 9 " | 112 50 |
| Kerrowgare and Sunnybrae | A. McL. Sinclair | 4 | 2 | 9 " | 34 50 |
| Kew-stoke and Whycoomagh | A. McQueen | 7½ | 1 | 9 " | 33 75 |
| Kingsbury and Lunenburg | T. B. Young | 34½ | 6 | 9 " | 375 00 |
| King's Head and New Glasgow | M. McKenzie | 7½ | 3 | 9 " | 112 50 |
| Kingsport and Medford | W. West | 2 | 3 | 9 " | 30 30 |
| Kingsport and Railway Station | E. C. Wall | ½ | 24 | 9 " | 75 00 |
| Kingsport and Railway Wharf | J. D. Ells | ½ | 12 | 6 " (to Dec. 31, '06) | 39 25 |
| Kingston Station & Melvern Square | J. Randall | 2½ | 6 | 9 " | 112 50 |
| Kingston Station & North Kingston | G. Walker | 9 & 15 | 1 & 2 | 9 " | 83 75 |
| Kingston Station and Railway Stn. | J. F. Reagh | 100 yds. | 12 | 9 " | 23 46 |
| Kingston Station and Tremont | E. Neily | 14½ & 16 | 1 | 9 " | 70 20 |
| do do | A. J. Saunders | 4 | 1 | 9 " | 15 00 |
| Kingsville and McIntyre's Mountain | D. L. McIntyre | 5 | 2 | 9 " | 45 00 |
| Kinsman's Corners and Waterside | R. D. Pineo | 15 | 6 | 9 " | 225 00 |
| LaHave Island and West Dublin | R. Bushen | 5 | 2 | 9 " | 82 50 |
| Lake Annis and Railway Station | G. A. Cossar | ½ | 6 | 9 " | 37 50 |
| Lake Killarney & Shiminacas Edge | E. Wood | 3½ | 2 | 9 " | 22 50 |
| Lakelands and Railway Station | J. E. Brown | 7 | 6 | 9 " | 77 22 |
| Lake Munro and Melford | R. Wentzall | 7 | 3 | 9 " | 44 25 |
| Lake Pleasant and Springfield | W. L. Saunders | 2½ | 3 | 9 " | 37 50 |
| Lake Ramsay and New Ross | N. Keddy | 5 | 2 | 9 " | 31 50 |
| Lakevale and West Lakevale | R. R. Boyd | 34 | 6 | 9 " | 67 50 |
| Landor and Lower Stewiacke | W. R. Jeffers | 4½ | 2 | 9 " | 45 00 |
| Lansdowne Stn. & Pleasant Valley | W. Murray | 14 | 3 | 9 " | 150 00 |
| Lansdowne Stn. & Railway Stn. | A. McLeod | ½ | 12 | 9 " | 37 50 |
| Lapland and Newcomb | J. Garber | 20 | 2 | 9 " | 60 00 |
| Latties' Brook and Railway Stn. | W. Burton | ½ | 3 | 2 " (from Feb. 1, '07) | 7 80 |
| Lawrencetown and Nictaux Corner School House | H. Daniels | 16 | 3 & 6 | 9 " | 95 00 |
| Lawrencetown and Railway Stn. | W. G. James | ½ | 12 | 9 " | 60 00 |
| Lawrencetown and West Inglesville | H. Daniels | 4 | 2 | 7 " (from Sept. 1, '06) | 32 66 |
| Leamington and Spring Hill | G. Nelson | 4 | 2 | 9 " | 62 25 |
| Leitches Creek and Upper Leitches Creek | A. Beaton | 5 | 1 | 9 " | 26 25 |
| Lewis Bay West and Victoria Edge | A. A. Gillis | 4 | 3 | 9 " | 33 75 |
| Lewis Mills and Mount Uniacke | W. Glassey | 8 | 2 | 9 " | 90 00 |
| Lewis Mountain and Whycoomagh North Side | N. Martin | 4 | 2 | 9 " | 36 36 |
| Lexington and Port Hastings | J. McKimmon | 3 | 3 | 9 " | 47 25 |
| Linden and Pugwash | T. Hollis | 10 & 12 | 3 | 9 " | 210 76 |
| Lingan and Sydney | J. C. Kehoe | 36½ | 6 | 9 " | 525 00 |
| Linwood and Railway Station | H. DeCoste | 2 | 6 | 3 " and 14 days (to Oct. 14, '06). | 9 64 |
| do do | do | 2 | 12 | 5 " and 17 days (from Oct. 14, '06)... | 30 95 |
| Liscomb and Little Liscomb | E. Rudolphe | 3 | 2 | 9 " | 24 75 |
| Liscomb and West Liscomb | E. Misener | 2 | 6 | 9 " | 52 50 |
| Little Bass River and Pleasant Hills | D. McLaughlin | 5 | 2 | 9 " | 30 75 |
| Little Bras d'Or and Point Aconi | J. C. Brewer | 7 | 1 | 9 " | 47 70 |
| Little Harbour and Reidway | S. J. Reid | 4 | 1 | 9 " | 18 75 |
| Little Jndique and Railway Stn. | A. D. Beaton | 2½ | 6 | 6 " (to Dec. 31, '06). | 35 98 |
| do do | A. J. McDonald | 2½ | 6 | 3 " from " .. | 21 75 |
| Little Lorraine and Main-à-Dieu | J. McDonald | 4 | 2 | 9 " | 45 00 |
| Little Mabou and Port Hood | A. H. McIsaac | 4 | 1 | 9 " | 13 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|--|--------------------------|
| | | | | | \$ cts. |
| Little Port Lebert and Sable River | S. A. Craig | 10 | 2 | 9 months | 90 00 |
| Little River Musquodoboit and Lower Meaghers Grant | R. Boyer | 7½ | 3 | 9 " | 90 00 |
| Liverpool and Milton | W. T. Stafford | 3 | 12 | 9 " | 110 25 |
| Liverpool and Port Midway | F. B. Dolliver | 13 | 6 | 9 " | 281 16 |
| Liverpool and Railway Station | J. Fralick | 1 | 12&18 | 9 " | 162 50 |
| Liverpool and Shelburne | J. K. Hogg | 61,58&16 | 6 | 9 " | 3,394 14 |
| Liverpool and Western Head | W. T. Stafford | 7 | 3 | 9 " | 97 50 |
| Livingstones Cove and Point of Cape D. | D. McDougall | 4 | 1 | 9 " | 14 25 |
| Lochaber Mines and Main Post-Road | J. S. McCarthy | 1 | 6 | 9 " | 26 25 |
| Loch Broom and Railway Station | J. S. MacDonald | 4 | 3 | 9 " | 22 50 |
| Lockeport and Railway Station | J. P. Hupman | 4 | 6 | 12 trips | 12 00 |
| Londonderry and Railway Station | R. P. Bigney | 2½ | 30 | 3 months and 14 days to Oct. 14, '06 | 44 93 |
| do do do | do | 2½ | 24 | 5 months and 17 days from Oct. 14, '06 | 57 65 |
| Londonderry Station and Ry. St'n. | I. S. Giddens | 200 yds. | 12 | 9 months | 48 75 |
| Long Point and Railway Station | Mrs. C. Chisholm | 1½ | 6 | 9 " | 45 00 |
| Louisburg and Railway Station | N. H. Murphy | 18 | 9 | 9 " | 67 50 |
| do do | J. Jewell | 18 | 3 | trips | 3 25 |
| do do | J. P. McKinnon | 18 | 1 | 9 " | 0 75 |
| Louisdale and Railway Station | S. Josse | 1 | 6 | 9 months | 26 25 |
| Louisville and River John | B. Wilson | 4 | 3 | 9 " | 39 75 |
| Lourdes and Railway Station | A. A. McDonald | 1½ | 12 | 9 " | 41 25 |
| Lovat and West River | J. W. Fraser | 5 | 3 | 9 " | 81 75 |
| Lower Argyle and Morris Island | J. Babine | 3 | 2&1 | 9 " | 56 25 |
| Lower Argyle and Railway Station | J. F. McLaren | 4 | 16 | 9 " | 34 68 |
| Lower East Pubnico and Ry. St'n. | H. T. D'Entremont | 50 yds. | 16 | 9 " | 34 68 |
| Lower Five Islands and Lynn | D. B. Lewis | 6 | 2 | 9 " | 45 00 |
| Lower L'Ardoise and Point Michaud | M. J. Sampson | 4 | 2 | 9 " | 17 61 |
| Lower Meaghers Grant and Middle Musquodoboit | J. Higgins | 32 | 3 | 9 " | 172 50 |
| Lower Meaghers Grant and Musquodoboit Harbour | W. Usher | 14 | 1 | 9 " | 39 00 |
| Lower Middle River and Main Post Road | D. McRae | 4 | 6 | 9 " | 15 00 |
| Lower Northfield and Railway St'n | N. C. Frenier | 1,2½&2 | 3,2&1 | 9 " | 63 75 |
| Lower Onslow and Truro | G. A. Barnhill | 7&22 | 3 | 9 " | 297 75 |
| Lower River Hebert and Maccan | J. McAloney | 9½ | 3 | 9 " | 93 75 |
| Lower River Inhabitant and Chapel Platform | D. H. McCarthy | 1½ | 6 | 3 " | (from Jan. 1, '07) 7 50 |
| Lower River Inhabitant and Walkerville | W. J. Procter | 3 | 3 | 3 " | from " 17 50 |
| Lower River Inhabitant and Point Tupper | M. Proctor | 12½ | 3 | 6 " | (to Dec. 31, '06) 162 50 |
| Lower Saunhierville and Saunhierville | J. G. Comeau | 1½ | 6 | 9 " | 33 75 |
| Lower Ship Harbour and Ship Harbour Lake | J. W. Webber | 25 | 6 | 9 " | 220 50 |
| Lower Stewiacke and Railway St'n | S. F. Hoskins | 1 | 24 | 9 " | 67 86 |
| Lower Stewiacke and Wittenburg | H. D. Hawboldt | 20½&23½ | 2 & 1 | 9 " | 109 16 |
| Lower Wedge and Yarmouth | M. W. Allen | 4, 9½&12½ | 8 & 6 | 6 " | (to Dec. 31, '06) 212 35 |
| do do do | D. D. LeBlanc | 1 & 12½ | 8 & 6 | 3 " | from " 137 50 |
| Lower Wentworth and Wentworth Station | J. H. Livingstone | 8 & ½ | 6&12 | 9 " | 254 25 |
| Lower West Pubnico and Pubnico Head | J. Worthen | 9 | 6 | 9 " | 165 00 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Lower Wood Harbour and Railway Station..... | W. L. Crowell.. | $\frac{1}{2}$ | 16&12 | 9 months..... | 41 62 |
| Lower Woods Harbour and Upper Woods Harbour..... | D. H. Blades.... | $3\frac{3}{4}$ | 6 | 9 " | 90 00 |
| Lower Point and Railway Station.. | A. McMaster.... | 14 | 6 | 9 " | 37 50 |
| Lucasville and Middle Sackville.... | Gr. H. Lucas.... | 3 | 12 | 9 " | 22 50 |
| Lunenburg and Railway Station.... | R. A. Backman.. | $\frac{1}{2}$ | 12 | 9 " | 118 75 |
| Lunenburg and Second Peninsula.. | D. H. Zink..... | 5 | 1 | 9 " | 30 00 |
| Lunenburg and Street Letter Box.. | J. M. Anderson.. | $\frac{1}{2}$ | 13 | 9 " | 31 20 |
| Lyons Brook and Railway Station.. | J. W. Redmond.. | $\frac{1}{2}$ | 12 | 9 " | 37 56 |
| McAdam's Lake and Steele's Lake.. | H. McKinnon... | 4 | 1 | 9 " | 16 50 |
| McAulay's and Peter's Brook..... | A. McLeod..... | 3 | 1 | 9 " | 22 50 |
| McClure and Mattatall's Lake..... | J. Tattrie..... | 12 | 3 | 9 " | 96 00 |
| McClure and Railway Station..... | A. Bonyman.... | 25 yds. | 6 | 9 " | 0 75 |
| McCallum Settlement and Upper North River..... | L. B. McCallum.. | 4 | 3 | 9 " | 60 00 |
| McIntyres Lake and Mcville..... | J. Duff..... | $3\frac{3}{4}$ | 3 | 9 " | 56 25 |
| McIntyres Lake and Railway Station | D. McIntyre.... | $\frac{1}{2}$ | 6 | 9 " | 37 50 |
| McKay's Corner and McLeod's Crossing..... | M. McKay..... | 4 | 12 | 9 " | 117 00 |
| McKinnons Brook and Mabou..... | A. K. Beaton.... | $11\frac{1}{2}$ | 3 | 9 " | 75 00 |
| McKinnon's Harbour and Railway Station..... | J. Y. Gillis.... | $\frac{1}{2}$ | 6 | 9 " | 27 00 |
| Mabou and North East Mabou.... | A. J. Beaton... | 2 $\frac{1}{2}$ | 1 | 2 " (from Feb. 1, '07) | 5 00 |
| Mabou and Railway Station..... | L. McNeil..... | 1 | 12 | 9 " | 45 00 |
| Mabou and South Ridge..... | J. Cameron.... | 3 | 3 | 9 " | 72 75 |
| Mabou and West Mabou Harbour.. | A. Mullans.... | 4 | 2 | 9 " | 26 25 |
| Mabou and Whyococmagh..... | J. McNeil..... | 18 | 6 | 9 " | 348 75 |
| do do..... | D. J. Ross..... | | | Special trip..... | 12 00 |
| Maccan and Railway Station..... | R. J. Harrison.. | $\frac{1}{2}$ | 24 | 9 mos..... | 72 75 |
| Mader's Cove and Mahone Bay.... | J. Langille.... | 3 | 6 | 9 " | 69 75 |
| Mahone Bay and Railway Station.. | do..... | 1 | 12&18 | 9 " and extra trips.. | 107 18 |
| Mahone Bay and Upper New Cornwall..... | do..... | 13 | 3 | 9 " | 117 75 |
| Mahone Bay and Wadden..... | C. A. Nass..... | 14 | 1 | 9 " | 69 00 |
| Main-à-Dieu and Railway Station.. | A. McDonald.... | 7 | 3 | 9 " | 142 50 |
| Main-à-Dieu and Scatarie Island.. | E. McCuish.... | 9 | 1 | 9 " | 85 86 |
| Maitland and Noel..... | R. Webb..... | 12 | 6 | 9 " | 300 00 |
| Maitland and Shubenacadie..... | T. Cox..... | 20 | 6 | 9 " | 562 50 |
| Malagash Point and Malagash Railway Station, &c..... | G. A. Ross..... | 3, 2 $\frac{1}{2}$ & 2 $\frac{1}{2}$ | 6 | 9 " | 375 00 |
| Malignant Cove and Maryvale.... | W. J. McDonald.. | 4 | 3 | 9 " | 70 50 |
| Malignant and Merigonish..... | A. R. McAdam.. | 22 $\frac{1}{2}$ | 6 | 9 " | 730 50 |
| Manganese Mines and Valley Stn.. | A. R. Fraser.... | $3\frac{3}{4}$ | 2 | 9 " | 29 25 |
| Marble Mountain and Militia Point | M. McLeod..... | $7\frac{3}{4}$ | 3 | 9 " | 54 36 |
| Marble Mountain and West Bay Road Railway Station..... | D. Beaton..... | 18 | 6 | 9 " | 441 75 |
| Margaree Forks and North East Margaree..... | P. E. Tompkins.. | 5 | 6 | 9 " | 74 25 |
| Margaree Harbour and Inverness Railway Station..... | A. R. McDonald.. | 24 | 6 | 9 " | 841 25 |
| Margaretsville and Middleton.... | A. Magranahan.. | 10 | 6 | 9 " | 225 00 |
| Margetsville and Morden..... | J. Redgate.... | 13 $\frac{1}{2}$ | 1 | 9 " | 29 70 |
| Marion Bridge and Trout Brook.... | W. Lamond.... | 5 | 1 | 9 " | 18 75 |
| Marion Bridge and Victoria Bridge. | N. McDonald.... | 32 | 3 | 9 " | 175 50 |
| Marion Bridge and Woodbine..... | W. McLean.... | 6 | 2 | 9 " | 30 00 |
| Marriotts Cove and Railway Stn.. | G. Nass..... | 24 | 6 | 9 " | 114 24 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|----------|---------------------|
| | | | | | \$ cts. |
| Marshalltown and Railway Station. | I. T. Morgan. | 14 | 12 | 9 months | 90 00 |
| Marshville and River John | A. B. Langille. | 3½ | 3 | " | 43 50 |
| Marshy Hope and Railway Station. | J. W. Dewar | 4½ | 3 | " | 19 50 |
| Martins Point and Railway Sta. | D. Shupe | 2½ | 12 | " | 124 98 |
| Mavilette and Yarmouth | H. Thornton. | 21 | 6 | " | 337 50 |
| Meadows Road and Sydney Forks. | S. A. Gillis. | 5½ | 2 | " | 37 75 |
| Meadowville Station and Murrayfield | J. A. Ross. | 7 | 3 | " | 78 75 |
| Meadowville Station and Railway Station | R. McCannell | 4 | 12 | " | 40 74 |
| Meadowville Station and Sundridge | G. Clark. | 4 | 3 | " | 51 75 |
| Meiklefield and Main Post Road. | J. D. Meikle. | 2 | 3 | " | 20 25 |
| Meiklefield and Woodfield. | J. D. Meikle. | 4 | 2 | " | 37 50 |
| Meisners and New Germany | B. Conrad. | 5 | 2 | " | 56 25 |
| Milford and River Dennis Railway Station. | K. McKenzie. | 6½ | 6 | " | 134 25 |
| Melford and Upper River Dennis | R. McPhail. | 2½ | 2 | " | 18 00 |
| Melrose and Sunny Brae | W. McKeen. | 3½ | 3 | " | 348 00 |
| Merigomish and Railway Station. | J. C. Mitchell. | 50 yds. | 12 | 3 | (to Sept. 30, '06). |
| do do | W. Copeland. | 50 yds. | 12 | 6 | from " " |
| do do | W. German. | 5½ | 12 | 9 | 148 50 |
| Meteghan and Railway Station. | S. D'Entremont. | 1½ | 16 & 12 | 9 | 27 75 |
| Middle Musquodoboit and Moose River Gold Mines | M. J. Higgins | 14 | 3 | " | 175 50 |
| Middle Musquodoboit and Murehville. | W. McCurdy. | 10 | 2 | 9 | 36 36 |
| Middle Musquodoboit and South Branch | G. B. Phalen. | 14½ | 1 | 3 | (to Sept. 30, '06). |
| Middle Musquodoboit and South Branch | M. T. Reid | 14½ | 1 | 3 | (to Dec. 31, '06). |
| Middle Musquodoboit and South Branch | W. Dicky | 14½ | 1 | 3 | from " " |
| Middleton and Nictaux Falls | F. L. Shaffner. | 8 | 6 | 6 | (to Dec. 31, '06). |
| do do | P. F. Reagh. | 8 | 6 | 3 | from " " |
| Middleton and Outram | N. B. Healy. | 12½ | 3 | 9 | 79 47 |
| Middleton and Port George | W. Mosher | 8 | 3 | 9 | 58 50 |
| Middleton and Railway Station. | O. Wheelock | 4 | 18 | 9 | 123 00 |
| Milford Station and Railway Station | G. H. McFetridge | 4 | 12 | 3 | (to Sept. 30, '06). |
| Milford Station and Railway Station | A. J. Reid | 4 | 12 | 6 | from " " |
| Mill Road and New Ross | E. M. Boylan. | 5 | 1 | 9 | 18 56 |
| Millsville and Scotsburn Station. | G. Young | 6½ | 1 | 9 | 31 20 |
| Millsville and Six Mile Brook | J. D. Sillars. | 4 | 3 | 9 | 104 25 |
| Mill Village and Railway Station. | H. H. Mack | 2 | 12 | 9 | 112 32 |
| Mineville and Main Post Road. | A. T. Crook | 2 | 3 | 9 | 32 25 |
| Minudie and River Herbert West Side | L. E. Brian | 7 | 6 | 9 | 186 75 |
| Mira Gut and Port Morien | J. R. McAulay | 25 | 1 | 9 | 92 25 |
| Mitchell's Bay and Necum Teuch. | G. W. Smith | 3 | 3 | 9 | 45 00 |
| Monk's Head and Pomquet | P. I. Landry | 2½ & 3½ | 3 | 8 | 42 01 |
| Mooseland and Tangier | T. H. Hildrey | 13 | 3 | 3 | (to Sept. 30, '06). |
| do do | R. W. Prest | 13 | 3 | 6 | from " " |
| Mordon and Victoria Harbour | W. Dempsey. | 3½ | 1 | 9 | 21 33 |
| Morrison and West Bay | R. Morrison. | 4 | 2 | 9 | 18 75 |
| Mosers River and West River Sheet Harbour | G. A. Cameron. | 32½ | 3 | 9 | 357 25 |
| Mosherville and Railway Station. | N. Mosher. | 4 | 6 | 2 | from Feb. 1, '07. |
| Mosherville and Rawdon. | J. Britton. | 7 | 2 | 9 | 48 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|------------------------|---------|
| | | | | | 8 cts. |
| Mossman's Grant and Railway Station | E. S. Knox | 100 yds. | 6 | 9 months | 18 75 |
| Mountain Road and River John | H. Langille | 4 | 2 | 9 " | 21 00 |
| Mount Denison and Railway Station | M. S. Riley | $\frac{1}{2}$ | 6 | 9 " | 60 00 |
| Mount Thom and Salt Springs | M. C. Fraser | 6 | 3 | 9 " | 74 25 |
| Mount Uniacke and Railway Station | D. Reid | 135 yds. | 18 | 9 " | 97 18 |
| Mount Zion and Whyecomagh | D. Morrison | 4 | 1 | 4 " (to Oct. 31, '06). | 6 66 |
| Mulgrave and Railway Station | A. McDonald | 200 yds. | 6 | 9 " as req | 75 00 |
| Munroe's Bridge and Orangedale | H. A. Archibald | $1\frac{1}{2}$ | 9 | 9 " | 18 75 |
| Murphy and North East Margaree | M. A. Murphy | 4 | 3 | 9 " | 22 50 |
| Mushaboom and Main Post Road | J. Power | $2\frac{1}{2}$ | 2 | 9 " | 48 00 |
| Musquodoboit Harbour and Petpeswick Harbour | T. W. Young | $5\frac{1}{2}$ | 3 | 9 " | 60 75 |
| Musquodoboit Harbour and Pleasant Point | J. Smith | 11 | 3 | 9 " | 111 36 |
| Musquodoboit Harbour and West Petpeswick | P. Young | $4\frac{1}{2}$ | 3 | 9 " | 30 00 |
| Nappan Station and Railway Station | A. C. Barry | 75 yds. | 12 | " " | 60 00 |
| Nerissa and Port Shoreham | A. R. Hart | 3 | 2 | 9 " | 22 50 |
| New Albany and Railway Station | E. A. Merry | $\frac{3}{4}$ | 3 | 9 " | 30 36 |
| New Cumberland and West La Have Ferry | S. Corkum | 6 | 1 | 9 " | 14 04 |
| New Edinburgh and Weymouth Bridge | W. Doucette | 6 | 6 | 9 " | 128 50 |
| New Elm and Pleasant River | I. Lohnes | 4 | 1 | 9 " | 24 36 |
| New Germany and Northfield | J. McKay | 7 | 2 | 9 " | 52 50 |
| New Germany and Railway Station | J. H. McClelland | $1\frac{1}{2}$ | 12 | 9 " | 54 75 |
| New Glasgow and Railway Station | J. W. Church | $\frac{1}{2}$ | 60 & 55 | 9 " | 327 47 |
| New Glasgow and Street Letter Boxes | J. D. Fraser | $3\frac{1}{2}$ | 12 | 9 " | 180 00 |
| New Glasgow and Trenton | C. Fraser | $1\frac{1}{2}$ | 12 | 9 " | 191 25 |
| New Harbour and Main Post Road | J. Gerrior | 9 | 3 | 9 " | 120 00 |
| New Harbour and New Harbour West | do | $\frac{3}{4}$ | 3 | 9 " | 22 50 |
| New Harris and New Harris Forks | J. McKeenzie | 5 | 2 | 9 " | 37 50 |
| New Harris Forks and Main Post Road | A. Stewart | 300 yds. | 12 | 5 " (to Nov. 30, '06). | 4 50 |
| do do | M. Stewart | 300 yds. | 12 | 4 " from " | 4 00 |
| New Jersey Settlement and Westchester Station | E. Oderkirk | 7 | 2 | 9 " | 55 38 |
| Newport and Brooklyn Ry. Station | R. Gibson | $\frac{3}{4}$ | 12 | 2 " (from Feb. 1, '07) | 12 50 |
| Newport and Newport Landing | W. H. Knowles | 8 & 9 | 4 & 2 | 9 " | 130 50 |
| Newport and Newport Station | J. F. Rathbun | 5 | 12 | 9 " | 187 50 |
| Newport and South Rawdon | W. Gibson | 24 | 1 | 9 " | 58 50 |
| Newport and Upper Newport | do | $10\frac{1}{2}$ | 1 | 9 " | 39 00 |
| Newport and Walton | A. Chambers | 20 | 6 | 9 " | 418 50 |
| Newport Station and Ry. Station | L. H. Sweet | 12 yds. | 24 | 9 " | 37 50 |
| New Ross and Vaughans | E. N. Boylan | 15 | 2 | 9 " | 99 75 |
| New Town and South Lochaber | R. A. McLean | 6 | 1 | 9 " | 22 11 |
| Newville and Railway Station | P. L. Spicer | 20 yds. | 12 | 9 " | 18 75 |
| Nictaux Falls and Nictaux South | A. L. Sproule | $3\frac{1}{2}$ | 2 | 9 " | 48 75 |
| Noel and Shubenacadie | R. M. Stirling | 34 | 1 | 6 " (to Dec. 31, '06). | 104 00 |
| do do | P. J. Woodworth | 34 | 1 | 3 " from " | 52 00 |
| Noel and Walton | B. Faulkner | 15 | 6 | 9 " | 441 75 |
| North Brookfield and Ry. Station | G. L. Harlow | $2\frac{1}{2}$ | 9 | 9 " | 168 48 |
| North East Margaree and Upper Middle River | J. McRae | 13 | 3 | 9 " | 95 61 |
| North Gut 'St. Anns and Main Post Road | N. McLeod | $\frac{1}{2}$ | 6 | 9 " | 11 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--------------------------|--------------------|------------------------|--|---------|
| North Lochaber and West Lochaber | G. A. Stewart | 5 | 3 | 4 mos. (from Dec. 1, '06) | 29 16 |
| North Middleboro' and Pugwash Junction | W. K. Peers | 10 | 3 | 9 " " " " " " " " " " " " | 87 75 |
| North Ogden and Ogden | J. Worth | 4 | 3 | 6 " (from Oct. 1, '06) | 25 00 |
| North Range Corner and Railway Station | C. B. McNeill | 1/2 | 12 | 9 " " " " " " " " " " " " | 51 48 |
| North River Bridge and Oregon Glen | K. McLean | 4 | 6 | 9 " " " " " " " " " " " " | 45 00 |
| North Salem and Shubenacadie | J. W. Densmore | 5 | 1 | 9 " " " " " " " " " " " " | 29 25 |
| North Shore St. Margarets Bay and Hubbards Railway Station | A. Schwartz | 2 | 6 | 9 " " " " " " " " " " " " | 105 00 |
| North Sydney and Railway Station | T. Lanje | 1/2 | 24 & 13 | 9 " " " " " " " " " " " " | 291 99 |
| North Sydney and Street Letter Boxes | D. K. McKenzie | 2 1/2 | 18 | 9 " " " " " " " " " " " " | 232 00 |
| North Sydney and Sydney | Cape Breton Electric Co. | 5 | 6 | 9 " " " " " " " " " " " " | 150 00 |
| North Sydney and Steamer 'Bruce' | J. Cogan | 1 1/2 | 3 | Special service, deducted from account of Reid Nfd Co. | 108 00 |
| Norwood and Railway Station | D. R. Saunders | 100 yds. | 6 | 9 months " " " " " " " " " " " " | 37 50 |
| Nyanza and West Side Middle River | C. McKenzie | 4 | 12 | 9 " " " " " " " " " " " " | 37 50 |
| Oakfield and Railway Station | F. H. McLaurie | 1 | 12 | 9 " " " " " " " " " " " " | 30 00 |
| Oban and St. Peters | J. R. Morrison | 10 1/2 | 2 | 9 " " " " " " " " " " " " | 60 75 |
| Odin and Stewiacke Cross Roads | A. Johnson | 8 1/4 | 2 | 9 " " " " " " " " " " " " | 71 25 |
| Onslow Station and Railway Station | A. McCurdy | 1 | 12 | 9 " " " " " " " " " " " " | 69 00 |
| Oxford and Oxford Junction | W. Dunsmore | 3 1/2 | 6 | 9 " " " " " " " " " " " " | 93 60 |
| Oxford and Railway Station | G. Hills | 1 | 24 | 3 " & 14 dys. (to Oct. 14, '06) | 27 65 |
| do do do | do | 1 | 18 | 5 " & 17 dys. (from Oct. 14, '06) | 33 26 |
| Oxford and Rockley | E. Lefurgy | 10 | 2 | 9 " " " " " " " " " " " " | 66 75 |
| Oxford and West Hansford | C. C. Knight | 3 1/2 | 3 | 9 " " " " " " " " " " " " | 54 75 |
| Oxford Junction and Ry. Station | C. Fillmore | 150 yds. | 12 | 9 " " " " " " " " " " " " | 22 50 |
| Paradise and Port Lorne | N. Healy | 8 1/2 | 2 | 9 " " " " " " " " " " " " | 42 00 |
| Paradise and Railway Station | H. W. Longley | 7 1/2 | 12 | 9 " " " " " " " " " " " " | 63 75 |
| Paradise and Roxbury | R. Hinds | 7 | 1 | 9 " " " " " " " " " " " " | 22 50 |
| Parsboro' and Railway Station | F. McAleese | 1 | 12 | 9 " " " " " " " " " " " " | 75 00 |
| Parsboro' and Two Islands | M. A. Wasson | 5 | 5 | 9 " " " " " " " " " " " " | 36 75 |
| Pennant and Sambro | J. E. Tough | 3 | 3 | 9 " " " " " " " " " " " " | 26 00 |
| Pictou and Pictou Island | C. Patterson | 12 | 1 | 9 " " " " " " " " " " " " | 175 50 |
| Pictou and Pictou Landing | J. R. Christie | 1 1/4 | 6 | 9 " " " " " " " " " " " " | 148 35 |
| Pictou and Railway Station | W. McDonald | 1 | as req. | 9 " " " " " " " " " " " " | 293 04 |
| Pictou, Railway Station and Government steamers | do | do | do | as req. Season 1906-07 | 100 00 |
| Pictou and Street Letter boxes | do | 1 1/2 | 12 | 9 months " " " " " " " " " " " " | 117 36 |
| Pictou and West River Station | F. Miller | 26 | 6 | 9 " " " " " " " " " " " " | 468 75 |
| Piedmont Valley and Railway Stn. | J. A. McDonald | 1 | 6 | 9 " " " " " " " " " " " " | 36 00 |
| Pine Tree and Railway Station | C. M. Weir | 1 1/2 | 3 | 9 " " " " " " " " " " " " | 52 50 |
| Pinevale and Salt Springs | D. Gillis | 5 1/2 | 2 | 3 " (from Jan. 1, '07) | 19 75 |
| Piper Glen and Upper Margaree | J. Stewart | 4 | 2 | 9 " " " " " " " " " " " " | 18 75 |
| Pleasant Bay and Polletts Cove | J. A. Moore | 10 | 1 | 9 " " " " " " " " " " " " | 28 50 |
| Pleasant Lake and Railway Station | R. Earl | 1/4 | 16 & 12 | 9 " " " " " " " " " " " " | 27 75 |
| Pleasant River and Railway Stn. | J. W. Veinot | 1 | 6 | 9 " " " " " " " " " " " " | 37 50 |
| Pleasant Valley Corner and South Ohio | H. W. Burrill | 7 | 3 | 3 " (to Sept. 30, '06) | 21 75 |
| do do do | J. E. Pitman | 7 | 3 | 6 " from " " " " " " " " " " " " | 62 50 |
| Plympton and Railway Station | C. M. Melancon | 3 | 12 | 9 " " " " " " " " " " " " | 81 00 |
| Point Tupper and Port Richmond | J. W. Malcolm | 8 1/2 | 3 | 3 " (from Jan. 1, '07) | 85 00 |
| Point Tupper and Railway Station | H. K. McDonald | 2 | 12 | 9 " " " " " " " " " " " " | 37 50 |
| Polsons Brook and Upper South River | W. J. Polson | 4 | 2 | 9 " " " " " " " " " " " " | 22 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | \$ cts. |
| Pomquet and Railway Station | S. Bonin | 2 | 6 | 9 months | 54 00 |
| Pomquet Station and Railway Stn. | P. Benoit | | 6 | 3 " (to Sept. 30, '06). | 6 25 |
| Port Hastings and Railway Station. | A. McLellan | | 24 | 9 " | 84 00 |
| Port Hastings, Point Tupper and Railway Station | H. A. Archibald | 6½ | as req. | 6 " (from Oct. 1, '06) | 84 25 |
| Port Hawkesbury and Queensville. | A. C. Chisholm | 18 | 2 | 9 " | 157 50 |
| Port Hawkesbury and Point Tupper | do | | | Special trips | 1 50 |
| Port Hawkesbury and Railway Stn. | do | 4 | 24 | 9 months | 93 60 |
| Port Hawkesbury, Point Tupper and Railway Station | J. Emblee | 12½ | 6 & 1 | 9 " | 78 30 |
| Port Hood and Port Hood Island. | J. Smith | 15 | 3 | 9 " | 58 50 |
| Port Hood and Railway Station | R. McDougall | 14 | 12 | 9 " | 63 00 |
| Port Hood and Rocky Ridge | J. Campbell | 33 | 1 | 9 " | 15 00 |
| Port Joli and Ste. Catharines River. | A. Smith | 5 | 1 | 9 " | 26 00 |
| Port Medway and Railway Station. | F. B. Dolliver | 3 | 6 | 5 " and 15 d. (from Oct. 16, '06) | 143 00 |
| Port Morien and Railway Station. | J. McAulay | 2½ | 12 | 9 " | 117 00 |
| Port Mouton and South-west Port Mouton | P. Fisher | 4½ | 2 | 9 " | 45 00 |
| Port Royal and West Arichat | B. Sampson | 4 | 6 | 9 " | 64 98 |
| Port Williams and Town Plot. | C. A. Lockwood | 6½ | 6 | 9 " | 63 75 |
| Preston and Main Post Road | A. Delonghrey | | 6 | 9 " | 37 50 |
| Princeport and Truro, &c. | J. D. Creelman | 8, 23 & 16 | 6, 2 & 1 | 9 " | 293 25 |
| Princes Lodge and Railway Station. | E. Koch | | 6 | 9 " | 37 50 |
| Pubnico Head and Railway Stn. | A. D. Amiro | | 16 | 9 " | 22 50 |
| Pugwash and Pugwash River. | J. D. McLeod | 7 | 3 | 3 " (to Sept. 30, '06). | 25 92 |
| do do | M. C. Chesnutt | 7 | 3 | 6 " from " | 51 84 |
| Pugwash and Railway Station. | M. Chapman | | 12 | 3 " (to Sept. 30, '06). | 7 04 |
| do do | R. W. Chapman | | 12 | 6 " from " | 31 30 |
| Pugwash and Stone House. | J. M. McIvor | 9 | 3 | 9 " | 117 00 |
| Pugwash and Wallace Bay | H. Brown | 8 | 6 | 9 " | 150 00 |
| Pugwash Junction and Railway Stn. | W. Hight | 150 yds. | 12 | 3 " (to Sept. 30, '06). | 26 66 |
| do do | J. H. Eaton | 150 yds. | 12 | 6 " from " | 31 25 |
| Rear Black River and West Bay. | J. W. Morrison | 4 | 2 | 3 " (to Sept. 30, '06). | 15 00 |
| do do | J. McInnis | 4 | 2 | 6 " from " | 30 00 |
| Rear Little Judique and Glencoe Railway Station | D. Beaton | 4 | 2 | 9 " | 30 00 |
| River Bourgeois and Railway Stn. | P. Fitzgerald | 6 | 6 | 9 " | 225 00 |
| Riversdale and Weymouth Bridge. | J. E. Wagoner | 11½ | 2 | 9 " | 85 44 |
| River Dennis Station and South Side River Dennis | J. J. McPhail | 9 | 6 | 9 " | 227 25 |
| River Hebert and Railway Station. | A. M. Rockwell | 1½ | 12 | 3 " (to Sept. 30, '06). | 60 00 |
| do do | J. O. Scott | 1½ | 12 | 6 " from " | 92 50 |
| River John and Railway Station. | D. E. Logan | 1 | 18 | 9 " | 48 86 |
| River John and Welsford | B. S. Langille | 3 | 3 | 9 " | 67 50 |
| River John and Westery | C. A. Sellars | 5 | 3 | 9 " | 51 75 |
| Riversdale and Railway Station | A. Bain | 7½ | 12 | 9 " | 33 00 |
| Riversdale and Upper Kemptown. | M. S. Urquhart | 8½ | 2 | 9 " | 77 82 |
| Riverside and West Bay Road. | D. McDonald | 4 | 3 | 9 " | 41 25 |
| Riverside Corner and Railway Stn. | E. Williams | 3 | 6 | 1 trip | 1 00 |
| Roachvale and Tomkinsvale. | P. Shea | 2½ | 3 | 9 months | 37 50 |
| Roberta and West Bay. | M. R. Hill | 15 | 3 | 3 " (from Jan. 1, '07) | 68 25 |
| Rockingham and Brazil Lake Stn. | O. P. Ryerson | 19½ | 3 | 2 " (to Aug. 31, '06). | 34 49 |
| Rockingham Station and Railway Station | C. S. Davison | 1 | 12 | 9 " | 75 75 |
| Roman Valley and St. Andrews. | H. F. Kenney | 15 | 3 | 9 " | 149 25 |
| Roseburn and Whycoconagh. | J. McLean | 8 | 1 | 9 " | 33 75 |
| Ross Ferry and Upper Kempt Head | D. McFarlane | 15 | 3 | 9 " | 132 38 |
| Round Hill and Railway Station. | S. E. Bancroft | ½ | 12 | 9 " | 56 25 |
| St. Andrews and Upper Springfield | D. Bruhan | 10 | 2 | 9 " | 78 00 |
| St. Pauls and Railway Station | W. McDonald | 4 | 12 | 9 " | 45 90 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division.
 &c.—Continued.

| Name of Route | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|----------|------------------------------|
| St. Peters and Railway Station ... | F. G. McAskill. | 4 | 12 | 9 months | 36 00 |
| Sable River and Swansburg ... | A. Swansburg | 11 | 3 | 9 | 111 75 |
| Salem and Stanley | H. Logan. | 2 | 2 | 3 | (to Sept. 30, '06), 19 00 |
| do | W. Logan | 2 | 2 | 6 | from 20 00 |
| Salmon River Lake and South River Lake | R. Flynn | 15 | 3 | 3 | (to Sept. 30, '06), 33 00 |
| Salt Springs and Upper Pinevale | D. Gilles | 8 | 2 | 6 | (to Dec. 31, '06). 39 50 |
| Salt Springs Station and Railway Station | A. Howlett | 20 yds. | 12 | 9 | 22 50 |
| Saulnierville and Railway Station | L. B. Comeau | 1 1/2 | 12 | 9 | 75 75 |
| Saulnierville Station and Railway Station | B. C. Comeau | 3 | 6 | 9 | 23 45 |
| Scotch Hill and Main Post Road | L. McNeil | 2 | 3 | 9 | 18 75 |
| Scotch Village and Railway Station | R. Northrup | 1 | 12 | 2 | (from Feb. 1, '07) 6 65 |
| Scotch Village and Upper Burlington | G. W. Fish | 6 | 2 | 9 | 26 25 |
| Scotch Village and Woodville | A. H. Cochrane | 10 | 1 | 9 | 35 50 |
| Scotsburn Station and Railway Stn. | D. McKay | 50 yds. | 12 | 9 | 70 20 |
| Scotsburn Station and Upper Scotsburn | G. W. Campbell | 4 | 2 | 9 | 39 00 |
| Scotsburn Station and West Branch River John | J. Rae | 14 | 6 | 9 | 322 50 |
| Shag Harbour and Railway Station | H. L. Shand | 1 1/2 | 16 | 6 | (to Dec. 31, '06) 15 00 |
| do do | I. Nickerson | 16 & 12 | 3 | 3 | from 12 80 |
| Sheffield Mills and Railway Station | J. H. Beckwith | 4 | 12 | 9 | 56 25 |
| Shelburne and Barrington Passage-Railway Station | J. Frost & Sons | 28 | 8 | 9 | 1,080 00 |
| Shelburne and Railway Station | A. Swansburg | 4 | 6 | 3 | (from Jan. 1, '07) 19 60 |
| Shelburne and Upper Ohio | C. Harding | 28 | 2 | 9 | 150 00 |
| Sherbrooke and West River Sheet Harbour | M. McGrath | 63 | 3 | 9 | 1,011 75 |
| Short Beach and Yarmouth | J. Bain | 25 | 4 | 9 | 186 75 |
| Shubenaecadie and Railway Station | J. C. Gass | 100 yds. | 48 | 9 | 111 75 |
| do do | D. S. McKinnon | 12 | 2 | 9 | 22 50 |
| Sissaboo Falls and Railway Station | C. Wagner | 3 | 3 | 9 | 46 86 |
| Six mile Road and Wallace Station | A. Benjamin | 4 | 3 | 9 | 37 44 |
| Skye Mountain and Whycoomagh | H. McKinnon | 7 1/2 | 1 | 9 | 15 18 |
| Sluice Point and Surette Island | J. Moulaisong | 2 1/2 | 3 | 9 | 78 75 |
| Sluice Point and Tusket | A. J. Lent | 9 | 3 | 9 | 93 36 |
| Smiths Cove and Railway Station | E. W. Potter | 4 1/2 | 12 | 9 | 58 68 |
| Sober Island and Watt Section Sheet Harbour | E. Harnish | 6 | 3 | 9 | 56 25 |
| Somerset and Berwick Railway Stn. | H. S. Fisher | 2 3/4 | 3 | 9 | 58 50 |
| Southampton and Railway Station | G. S. Davison | 12 | 9 | 9 | 60 00 |
| South Branch and Upper Stewiacke | W. Cox | 9 1/2 | 3 | 9 | 83 50 |
| South Farmington and Railway Stn. | J. S. Banks | 4 1/2 | 3 | 9 | 51 63 |
| South Farmington and South Tremont | J. Ward | 8 1/2 & 1 3/4 | 3 & 2 | 9 | 106 83 |
| South Farmington and Torbrooke | T. E. Banks | 4 | 3 | 9 | 87 75 |
| South Gut St. Anns and Tarbot | N. Carmichael | 18 1/2 | 3 | 9 | 167 25 |
| South Harbour and White Point | J. McPherson | 9 | 2 | 9 | 71 25 |
| South Morland and Tracadie | J. P. Delory | 8 | 1 | 9 | 26 25 |
| South Ohio and Railway Station | J. E. Allan | 1 1/2 | 12 | 9 | 30 12 |
| South Ohio and Springdale | S. Allen | 26 | 3 | 9 | 150 00 |
| South Side of Whycoomagh Bay and Main Post Road | A. Macdonald | 2 | 3 | 9 | 26 25 |
| South Uniacke and Railway Station | R. Irving | 100 yds. | 6 | 9 | 22 50 |
| South West Margaree and Whycoomagh | J. Y. Smith | 26 | 3 | 9 | 343 50 |
| South West Port Hood and Railway Station | J. A. Campbell | 1 1/2 | 6 | 9 | 30 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|--------------------|------------------------|--|---------|
| | | | | | § cts. |
| Springhill and Railway Station | H. A. B. Glendinning | $\frac{1}{2}$ | 36 | 3 months and 14 dys. (to Oct. 14, '06) | 65 67 |
| do do | do | $\frac{1}{2}$ | 42 | 5 " & 17 dys. (from Oct. 14, '06) .. | 122 88 |
| Springhill and Street Letter Boxes | do | $3\frac{1}{2}$ | 6 | 9 " .. | 93 75 |
| Springhill and Windham Hill | R. P. Bragg | 7 | 2 | 9 " .. | 63 96 |
| Springhill Junction and Railway Station | N. Jones | $\frac{1}{2}$ | 12 | 9 " .. | 29 34 |
| Springville and Railway Station | D. McDonald | | 12 | 9 " .. | 35 25 |
| Spy Bay and Taylors Head | J. W. McCarthy | $2\frac{1}{2}$ | 3 | 9 " .. | 33 75 |
| Stellarton and Railway Station | J. D. McDonald | | as req | 9 " .. | 168 75 |
| Stoddarts and Railway Station | C. W. Stoddart | | 2 | 9 " .. | 26 49 |
| Streets Ridge and Thompsons Stn. | W. E. Lockhart | $20\frac{3}{4}$ | 6 | 9 " .. | 216 03 |
| Sunny Brae and Railway Station | T. M. Chisholm | 300 yds. | 12 | 9 " .. | 45 00 |
| Sydney and Railway Station | I. C. R. S. M. Logue | | 24 & 13 | 9 " .. | 306 37 |
| do do | S.L.R. do | | 12 | 9 " .. | 60 00 |
| Sydney and Street Letter Boxes | J. C. McNeil | | 7 | 12 9 " .. | 262 50 |
| Sydney and Whitney Pier | N. McLellan | $3\frac{1}{2}$ | 6 | 9 " .. | 184 86 |
| Sydney Mines and Railway Station | J. Vickers | | 12 | 3 " (from Jan. 1, '07). | 36 25 |
| Sylvan Valley and Railway Station | A. McDonald | 120 yds. | 12 | 9 " .. | 15 00 |
| Sylvester and Railway Station | J. J. McDonald | 50 yds. | 6 | 9 " .. | 7 50 |
| Tatamagouche and Railway Station | G. Henderson | $\frac{1}{2}$ | 12 | 9 " .. | 56 25 |
| Tatamagouche and Tatamagouche Mountain | D. Menzie | $18\frac{1}{2}$ | 3 | 9 " .. | 150 00 |
| Tatamagouche and West New Annan | T. E. Benjamin | $18\frac{1}{2}$ | 3 | 9 " .. | 66 78 |
| Thompson Station and Railway Stn. | J. W. Mattinson | | 12 | 9 " .. | 37 50 |
| Thompson Station and Westchester | J. W. Rushton | 15 | 2 | 9 " .. | 112 50 |
| Three Mile Plains and Railway Stn. | W. Siveright | 20 yds. | 6 | 9 " .. | 37 50 |
| Tracadie and Railway Station | A. McMillan | | 12 | 9 " .. | 45 00 |
| Troy and Railway Station | G. Laidlaw | 1 | 6 | 9 " .. | 45 45 |
| Truro, Railway Station, Street Letter Boxes, &c | L. G. Miller | $\frac{1}{2}$ & 1 | As req | 9 " .. | 322 50 |
| Truro and Railway Station (M.R.) | do | $\frac{1}{4}$ | 6 | 9 " .. | 26 25 |
| Truro and Brookside | S. Clifford | 4 | 2 | 9 " .. | 30 00 |
| Tupperville and Railway Station | S. Tavener | | 12 | 9 " .. | 45 00 |
| Upper Clements and Railway Stn. | J. F. Williams | | 12 | 9 " .. | 37 50 |
| Upper Dyke Village and Railway Station | J. E. Barnaby | 3 | 12 | 9 " .. | 175 50 |
| Upper Grand Mira and Victoria Bridge | N. Campbell | 5 | 3 | 9 " .. | 18 75 |
| Upper Kennetcook and Railway Station | W. G. Clarke | $\frac{1}{2}$ | 3 | 3 " (from Jan. 1, '07). | 3 90 |
| Upper Musquodoboit and West River Sheet Harbour | G. Farnell | 28 | 3 | 9 " .. | 356 25 |
| Upper Newport and Woodville | L. Dimock | $1\frac{1}{2}$ | 1 | 9 " .. | 18 00 |
| Valley Station and Railway Station | A. Christie | 600 yds. | 12 | 9 " .. | 46 80 |
| Wallace Bridge and Wallace Station | D. McLeod | 4 | 12 | 9 " .. | 206 58 |
| Wallace Highlands and Wallace Station | R. H. Tingley | $6\frac{1}{2}$ | 3 | 9 " .. | 53 73 |
| Wallace Station and Railway Stn. | J. F. Allen | $\frac{1}{3}$ | 6 | 9 " .. | 30 42 |
| Waterville and Railway Station | E. Pineo | 100 yds. | 12 | 9 " .. | 37 50 |
| Waterville and South Waterville | F. Parrish | 11 | 1 | 9 " .. | 24 00 |
| Waverley and Windsor Junction | W. Major | 3 | 6 | 9 " .. | 116 25 |
| Wellington Station and Railway Station | E. J. Largee | $\frac{3}{4}$ | 6 | 9 " .. | 75 00 |
| Wentworth Creek and Railway Station | D. Simonds | $\frac{1}{2}$ | 6 | 9 " (from Feb. 1, '07) | 8 33 |
| Wentworth Creek and Windsor | G. Holden | $9\frac{1}{2}$ | 3 | 7 " to Jan. 31, '07. | 62 00 |
| Wentzells Lake and Railway Station | W. T. Wentzell | $\frac{1}{4}$ | 3 | 9 " .. | 22 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------------|--------------------|------------------------|---|------------|
| West Alba and Railway Station | C. H. Kennedy | 2½ | 3 | 9 months | 8 cts. |
| West Brook and Railway Station | E. C. Dickenson | 1 | 12 | 9 " | 22 50 |
| West Brook Mills and Railway Station | E. G. Lewis | ¼ | 12 | " " | 75 12 |
| Westchester and Westchester Station | G. W. Rushton | 19½ | 2 | 9 " | 37 50 |
| Westchester Station and Railway Station | H. Hunter | 20 yds. | 12 | 9 " | 101 25 |
| West Gore and Railway Station | J. Wallace | 3 | 6 | 9 " | 23 40 |
| West Lawrencetown and Main Post Road | T. A. Naugle | ½ | 6 | 9 " | 112 50 |
| West Merigonish and Railway Station | J. Olding | 1 | 6 | 9 " | 37 50 |
| West River Station and Railway Station | A. Fraser | 75 yds. | 12 | 9 " | 37 50 |
| Westville and Railway Station | D. McPherson | ¼ | 42 | 9 " | 50 00 |
| Weymouth and Railway Station | C. D. Jones | 1¾ | 12 | 9 " | 225 00 |
| Weymouth Bridge and Railway Station | R. L. Black | ½ | 12 | 9 " | 147 00 |
| Whiteside and Railway Station | J. P. Shannon | 1 | 6 | 9 " | 74 61 |
| Whycocomagh and Orangedale Stn | D. J. Ross | 9¼ | 12 | 9 " | 26 25 |
| Whycocomagh and Whycocomagh Mount | N. A. McDonald | 4 | 1 | 9 " | 121 32 |
| Willowbank and Strathlorne Stn. | C. Kennedy | 2¼ | 12 | 9 " | 18 75 |
| Wilmot and Railway Station | A. P. Bowlby | 1¾ | 12 | 9 " | 111 75 |
| Windsor and Railway Station | M. G. Goudge | ½ | 24 | 9 " and extra trips. | 96 24 |
| Windsor and Windsor Forks | F. Palmer | 8½ | 4 | 9 " | 235 44 |
| Windsor Junction and Railway Station | M. Hessian | ½ | 36 | 9 " | 119 25 |
| Windsor Junction and Postal Cars | do | 200 yds. | as req. | 9 " | 60 00 |
| Wolfville and Railway Station | G. V. Rand | ¼ | 24 | 9 " | 45 00 |
| Woodbourne and Railway Station | R. Ballentine | 1½ | 2 | 9 " | 105 00 |
| Yarmouth and Railway Station | J. Bain | ¼ | 12 | 9 " | 37 50 |
| do do | do | per 3 | 16 | 9 " | 60 00 |
| Yarmouth and Street Letter Boxes | Yarmouth Street Railway Co. | 4 | as req. | 9 " | 131 25 |
| Transfer of mails from steamers at Halifax | I.C. Railway | | | Season of 1906-7 | 298 55 |
| Digby and Smith's Cove | C. Winchester | | | Special service on account of snow blockade | 19 50 |
| Grand Anse and McIntyre's Lake | W. E. Morrison | | | Special service on account of snow blockade; deducted from account of Cape Breton Ry. | 20 00 |
| Grand Anse and St. Peter's | F. McInnis | | | do do | 20 00 |
| Total | | | | | 116,546 21 |
| Less amount withdrawn from Guarantee Fund | | | | | 19 00 |
| Total | | | | | 116,527 21 |

APPENDIX B—Continued.

NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, made within the fiscal year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|---------------------------------|------------------------|------------------------|---------|
| | | | | | 8 cts. |
| Acadie and Acadie Siding | M. S. Barrieau | 7 | 3 | 9 months | 70 20 |
| Acadie and St. Luc | G. Goguen | 5 | 1 | " | 15 00 |
| Acadie and Village St. Jean | do | 7 $\frac{1}{2}$ | 1 | " (to Jan. 31, '07) | 11 67 |
| do do | J. Daigle | 7 $\frac{1}{2}$ | 1 | " from " | 3 33 |
| Acadie Siding and Railway Station | G. H. Perry | 12 | 9 | " | 22 50 |
| Adamsville and Railway Station | P. Arseneault | 6 | 9 | " | 26 25 |
| Albert and Barrettsholme | T. Campbell | 10 | 1 | " | 52 50 |
| Albert and Brookton | H. Fullerton | 5 | 1 | " | 22 50 |
| Albert and Point Wolfe | G. Betts | 20 | 6 | 3 " (to Sept. 30, '06) | 143 75 |
| do do | J. Hyslop | 20 | 6 | 2 " (to Nov. 30, '06) | 143 10 |
| do do | B. Conner | 20 | 6 | 4 " from do | 249 85 |
| Albert Mines and Railway Station | J. A. Livingston | 4 | 12 | 9 " | 30 00 |
| Aldouane and Railway Station | M. J. Daigle | 2 | 2 | 9 " | 22 50 |
| Alexandrina and Notre Dame | J. Gueguen | 4 | 1 | 9 " | 13 32 |
| Allison and Moncton | W. Somers | 6 $\frac{1}{2}$ | 1 | 9 " | 39 00 |
| Allandale and Poquiock | D. Connelly | 6 | 1 | 9 " | 19 50 |
| Alma and Hastings | W. Kinnie | 4 | 1 | 9 " | 19 50 |
| Anagance and Corn Hill | W. Dunfield | 6 | 2 | 3 " (to Sept. 30, '06) | 15 00 |
| do do | W. A. Diekey | 6 | 2 | 6 " from " | 37 50 |
| Anagance and Elgin | E. A. Robinson | 18 | 2 | 9 " | 67 50 |
| Anagance Ridge and Knightsville | T. Elliott | 4 | 1 | 9 " | 18 75 |
| Anderson and Midgie Station | W. W. Hicks | 11 & 16 $\frac{1}{2}$ | 2 | 9 " | 92 82 |
| Andover and Carlingford | L. Everett | 4 | 2 | 9 " | 41 12 |
| Andover and Hillandale | A. W. Sisson | 4 | 2 | 9 " | 37 50 |
| Andover and Railway Station | J. A. Perley | 1 | 12 | 9 " | 93 75 |
| Annidale, Highfield and Sheba | J. P. Leonard | 4 & 15 | 3 & 2 | 9 " | 127 50 |
| Annidale and Railway Station | do | $\frac{1}{2}$ | 3 | 9 " | 22 50 |
| Apohaqui and Erb Settlement | E. Wiles | 4 & 9 | 1 | 9 " | 36 00 |
| Apohaqui, Millstream and Collina | G. H. Secord | 6 & 11 | 6 & 3 | 9 " | 195 00 |
| Apohaqui and Railway Station | do | 100 yds. | 18 | 9 " | 46 95 |
| Armstrong and Waterford | B. F. Myles | 8 | 1 | 9 " | 48 75 |
| Armstrong's Brook, Jacquet River and Railway Station | T. J. Ultican | $\frac{1}{2}$ & 2 $\frac{1}{2}$ | 6 & 12 | 9 " | 93 75 |
| Aroostook Junction, Four Falls and Railway Station | D. Murchison | 1 | 6 | 9 " | 92 25 |
| Avery's Portage and Ry. Station | F. McCoombs | 1 | 6 | 9 " | 33 75 |
| Avoymoine and Railway Station | W. H. Harmer | 200 ft. | 3 | 9 " | 30 00 |
| Back Bay and St. George | A. Dewar | 11 & 8 | 6 | 9 " | 285 00 |
| Baie Verte and Jolicure | A. A. Copp | 8 | 3 | 9 " | 117 00 |
| Baie Verte and Railway Station | W. H. Prescott | $\frac{3}{4}$ | 12 | 9 " | 60 00 |
| Baillie and Meredith | J. W. Mann | 4 | 2 | 9 " | 24 00 |
| Baindsville and Beaconsfield | R. M. Baird | 9 $\frac{1}{2}$ | 2 | 9 " | 56 25 |
| Baindsville and River-de-Chute | B. H. Baird | 3 | 3 | 9 " | 39 00 |
| Balmoral and Eel River Crossing | Leveque & Splude | 6 | 3 | 3 " (to Sept. 30, '06) | 28 08 |
| Barnaby River and Railway Station | T. Dalton | $\frac{1}{2}$ | 12 | 9 " | 26 25 |
| Barnaby Riv. and Semiwagan Ridge | M. Meagher | 4 | 1 | 9 " | 30 00 |
| Barnettsholme and Elgin | S. Garland | 16 $\frac{1}{2}$ | 2 | 9 " | 140 64 |
| Bartholomew and Blackville | S. McCarthy | 4 | 1 | 9 " | 15 00 |
| Bartibog and Chatham | J. Doyle | 12 | 1 | 9 " | 63 75 |
| Bartibog Station and Ry. Station | J. Arseneault | 50 yds. | 6 | 9 " | 15 00 |
| Bartlett's Mills and Railway Station | J. Bartlett | $\frac{1}{4}$ | 6 | 9 " | 67 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|----------|-----------------------------------|
| Basswood Ridge and St. Stephen. | Keys Bros. | 10 & 25 | 2 | 9 months | 225 00 |
| Bath and Kiltail. | J. Campbell. | 13 $\frac{1}{2}$ | 3 | " | 117 00 |
| Bath and Railway Station. | T. Bohan. | 12 | 9 | " | 75 00 |
| Bathurst and Goodwin Mills. | F. O'Connor | 7 $\frac{1}{2}$ | 2 | " | 39 00 |
| Bathurst and Railway Station. | J. J. Melanson. | 2 | 24&36 | 6 " | (to Dec. 31, '06) |
| do do | J. R. Degrace. | 2 | 24 | 3 " | less fines— (from Jan. 1, '07) |
| Bathurst and Street Letter Boxes. | J. J. Roy. | 3 | 24&18 | 9 " | 147 93 67 50 |
| Bathurst Village and Tete à Gauche River (S.). | N. Hachey. | 10&8 | 1 | 6 " | (to Dec. 31, '06). |
| Bathurst Village and Tete à Gauche River (S.). | A. F. Kane. | 10&8 | 1 | 3 " | from " |
| Bathurst Village and Younghall. | A. Anderson. | 5 | 3 | 9 " | 12 50 37 50 |
| Bay-du-Vin, Chatham and Loggieville. | T. H. Fitzpatrick | 6&25 | 2&6 | 9 " | 230 25 |
| Bay-du-Vin and Point Escuminac. | H. Allen. | 23 | 2&3 | 9 " | 195 00 |
| Bay-du-Vin Mills and Upper Bay-du-Vin. | J. Dickens. | 5 | 1 | 9 " | 20 82 |
| Bayfield and Railway Station. | E. T. Allen. | 1 $\frac{1}{2}$ | 6 | 9 " | 95 62 |
| Bayside and Fitzpatrick. | J. M. Williston. | 5 | 1 | 9 " | 21 00 |
| Bayside and St. Andrews. | J. McFarlane. | 7 | 2 | 6 " | (to Dec. 31, '06). |
| do do | B. T. Snell. | 7 | 2 | 3 " | from " |
| Bayswater and Long's Cove. | F. E. Currie. | 3 | 3 | 9 " | 47 78 |
| Beaufort and Glassville. | A. Scott. | 11 | 3 | 9 " | 108 75 |
| Beaumont and Rockland. | S. J. White. | 2 $\frac{1}{2}$ | 6 | 9 " | 84 25 |
| Beaver Dam and Railway Station. | W. R. Steeves. | 100 yds. | 6 | 2 " | & 17 dys. (from Jan. 15, '07) |
| Beaver Dam and Rusagornis. | W. Haining. | 5 | 1 | 9 " | 0 20 30 30 |
| Beechwood and Mineral. | E. E. Kearney. | 11 $\frac{1}{2}$ | 3 | 9 " | 71 25 |
| Beechwood and Railway Station. | do | 12 | 9 | 9 " | 18 75 |
| Belledune and Railway Station. | J. McCurdy | 1 | 6 | 9 " | 45 00 |
| Belledune River and Turgeon. | F. J. Guitart. | 2 | 3 | 9 " | 33 75 |
| Belleisle Bay and Jones Corner. | H. A. Willigar. | 3 | 1 | 9 " | 18 75 |
| Belleisle Creek and Collina. | W. H. Henderson | 6 | 2 | 9 " | 45 00 |
| Belleisle Creek and Inlah. | A. J. Gillies. | 5 | 1 | 9 " | 12 75 |
| Belleisle Creek and Marvin. | W. M. Keirstead. | 3 $\frac{1}{2}$ | 1 | 9 " | 13 50 |
| Belleisle Creek and Railway Station. | C. G. Scovill. | 3 $\frac{1}{2}$ | 6 | 9 " | 25 50 |
| Belleisle Creek and Thomond. | J. Gallagher. | 5 | 1 | 9 " | 24 75 |
| Bellenden and Young Cove Road. | L. D. Ferris. | 3 | 2 | 9 " | 28 50 |
| Belyea's Cove and Huestis Landing. | M. H. Mott. | 3 | 1 | 9 " | 15 00 |
| Ben Lomond and St. Martins. | J. C. Boyer. | 19 | 1 | 9 " | 71 25 |
| Benton and Railway Station. | E. M. Lavery. | 50 yds. | 12 | 9 " | 28 17 |
| Benton and Speerville. | do | 5 | 2 | 9 " | 48 00 |
| Bertrand and Theriault. | A. Theriault. | 4 | 2 | 9 " | 18 75 |
| Big Cove and Narrows. | J. Glendinning. | 8 | 3 | 9 " | 72 72 |
| Beggar Ridge and Foreston. | W. H. Staten. | 4 | 2 | 9 " | 34 50 |
| Blacklands, River Charles and Railway Station. | J. Cook. | 3&1 | 6&12 | 9 " | 136 15 |
| Black Point and Railway Station. | S. Laughlan. | 1 | 6 | 9 " | 39 00 |
| Black's Harbour and Railway Station. | G. F. Paul. | 13 | 6 | 9 " | 309 00 |
| Blackville, Railway Station and Underhill. | C. J. McKenzie. | 1&2 | 12&3 | 9 " | 75 00 |
| Blair Athol, Dundee and Eel River Crossing. | B. H. Wright. | 5&18 | 3 | 9 " | 149 83 |
| Blakely and Enniskillen Station. | J. Blakely. | 3 | 3 | 9 " | 33 75 |
| Bloomfield and Lakeville. | W. I. Burk. | 11 | 3 | 9 " | 127 50 |
| Bloomfield Station and Central Norton. | B. E. Williams. | 3 $\frac{1}{2}$ | 3 | 9 " | 44 55 |
| Bocabec and St. Andrews. | R. McCullough. | 9 | 3 | 9 " | 118 50 |
| Boiestown and Hayesville. | C. W. Green. | 18 | 2 | 9 " | 109 50 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|--------------------------------|------------------------|---------------------------------|---------|
| | | | | | 8 cts. |
| Boiestown and Parker's Ridge..... | T. B. Boies..... | 5 | 2 | 6 mos. (to Dec. 31, '06).. | 27 50 |
| do do | J. A. Pond..... | 5 | 2 | 3 " from " | 17 50 |
| Boiestown and Railway Station..... | M. M. Campbell..... | 5 $\frac{1}{16}$ | 12 | 9 " | 15 00 |
| Bon Accord and Kincaidine..... | D. Niddrie..... | 5 $\frac{1}{16}$ | 3 | 9 " | 61 87 |
| Bon Secours and Coal Branch Station..... | R. W. Robinson..... | 7 | 2 | 9 " | 72 00 |
| Bonney River Station Elmeroft and Railway Station..... | J. P. Sullivan..... | $\frac{1}{4}$ & 6 | 12 & 1 | 9 " | 75 00 |
| Bosse and Plourd..... | N. Martin..... | 3 | 1 | 25 dys. (from Mar. 7, '07)..... | 1 93 |
| Boudreau Village and St. Joseph..... | T. C. Boudreau..... | 9 | 2 | 9 " | 61 50 |
| Boundary Creek, Railway Station and Steeves Mountain..... | T. C. Weldon..... | $\frac{1}{4}$ & $\frac{3}{4}$ | 12 & 2 | 9 " | 80 25 |
| Bourgeois and Grandique..... | J. P. Arseneau..... | 4 | 1 | 9 " | 21 00 |
| Braeut and West Glassville..... | J. C. Darrah..... | 3 | 2 | 9 " | 22 50 |
| Briggs Corner and North Fork Salmon Creek..... | J. A. Currie..... | 4 | 2 | 9 " | 33 75 |
| Bristol and Glassville..... | R. D. Montgomery..... | 9 | 6 | 9 " | 135 00 |
| Bristol and Railway Station..... | S. Giberson..... | $\frac{1}{2}$ | 12 | 9 " | 56 25 |
| Bro. kway and Harvey Station..... | G. Burrell..... | 22 | 3 | 6 " (to Dec. 31, '06) | 117 50 |
| do do | W. McCulloch..... | 22 | 3 | 3 " from " | 66 25 |
| Brooklyn Road and Midgie Station..... | H. L. Richardson..... | 3 | 3 | 9 " | 33 75 |
| Brookville Station and Railway Station..... | W. Ryan..... | $\frac{1}{16}$ | 12 | 9 " | 37 50 |
| Brownsville Railway Station and West Scotch Settlement..... | W. M. Northrup..... | $\frac{1}{2}$ & $7\frac{1}{2}$ | 3 | 9 " | 93 75 |
| Bryenton and Railway Siding..... | A. Bryenton..... | $\frac{1}{2}$ yds. | 12 | 9 " | 30 00 |
| Brymer and Railway Siding..... | A. Brymer..... | 100 yds. | 3 | 7 " (to Jan. 31, '07) | 9 58 |
| Buctouche and Coates Mills..... | C. A. Girouard..... | 12 | 6 | 9 " | 262 50 |
| Buctouche and Railway Station..... | F. J. Cormier..... | $\frac{1}{4}$ | 12 | 9 " | 37 56 |
| Buctouche and Richibucto..... | A. T. LeBlanc..... | 18 | 3 | 9 " | 134 25 |
| Buctouche and St. Edouard..... | M. Jaillet..... | $6\frac{1}{2}$ | 1 | 9 " | 32 50 |
| Buctouche and St. Jean Baptiste..... | A. Robichaud..... | $1\frac{1}{2}$ | 6 | 9 " | 48 75 |
| Buctouche and St. Maurice..... | A. M. Arseneau..... | 4 | 1 | 9 " | 22 50 |
| Buctouche and Shediac..... | F. Hachey..... | 24 & 26 | 6 | 9 " | 446 25 |
| Bull Moose Hill and Springfield..... | J. H. Pickle..... | 5 | 1 | 9 " | 22 50 |
| Burnt Church and New Jersey..... | J. R. Davidson..... | 4 | 6 | 9 " | 69 00 |
| Burts Corner, Dorn Ridge and Railway Station..... | E. Burt..... | $\frac{1}{4}$ & 5 | 2 & 12 | 9 " | 75 00 |
| Butternut Ridge and Carsonville..... | W. A. Price..... | 15 | 1 | 6 " (to Dec. 31, '06) | 49 75 |
| Butternut Ridge, Hicksville and Railway Station..... | S. Perry..... | $\frac{1}{4}$ & 6 | 6 & 2 | 9 " | 60 00 |
| Butternut Ridge and Forks..... | C. G. Keith..... | 16 | 2 | 9 " | 93 60 |
| Butternut Ridge and Thorne Brook | S. Perry..... | 5 | 2 | 9 " | 43 75 |
| Cain's River, Railway Station and Glen Porter..... | T. R. Washburn..... | $\frac{3}{4}$ & 7 | 3 & 1 | 9 " | 70 50 |
| Caledonia and Turtle Creek..... | C. Steeves..... | 18 | 2 | 9 " | 77 92 |
| Calhoun and Railway Station..... | T. B. Calhoun..... | $\frac{1}{2}$ | 12 | 9 " | 18 75 |
| California and Four Falls..... | D. Murchison..... | $10\frac{1}{2}$ | 10 | 9 " | 50 40 |
| Cambridge and Codys..... | J. F. Roberts..... | 8 | 6 | 9 " | 232 50 |
| Cambridge and Gagetown..... | G. F. Mason..... | 19 | 3 | 9 " | 261 75 |
| Cambridge and Lakeview..... | R. Black..... | 3 | 3 | 9 " | 42 00 |
| Cambridge and White's Point..... | A. Kelly..... | 3 | 3 | 9 " | 47 18 |
| Cameron's Millis and St. Louis-de-Kent..... | I. Landry..... | 10 | 3 | 9 " | 106 43 |
| Campbell's Settlement and Lower Southampton..... | G. W. Grant..... | $8\frac{1}{2}$ | 2 | 9 " | 74 25 |
| Campbellton and McKendrick..... | C. Le Blanc..... | $10\frac{1}{2}$ | 1 & 3 | 9 " | 49 50 |
| Campbellton and Railway Station..... | G. Cumming..... | 1 | 42 & 30 | 9 " | 195 25 |
| Campbellton and Shivas Athol..... | G. Cumming..... | 3 | 3 | 8 " (from Aug. 1, '06) | 50 00 |
| Canaan Station and McLean..... | N. Girouard..... | 17 | 2 | 9 " | 73 50 |
| Canaan Station and Railway Station..... | J. Gotro..... | $\frac{1}{8}$ | 12 | 9 " | 31 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|-------------------------------|---------|
| Canaan Station and St. Paul | I. Le Blanc | 7 | 4 | 9 months | 51 75 |
| Canobie and Clifton | W. Glendinning | 3 | 1 | 9 " | 15 15 |
| Canous and Oak Hill | W. E. Spearin | 5 | 2 | 9 " | 30 00 |
| Canterbury Station and Dow Settlement | S. H. Dow | 5 | 2 | 9 " | 37 50 |
| Canterbury Station and North Lake | O. Buckingham | 22 | 3 | 6 " (to Dec. 31, '06) | 177 00 |
| do do do | S. Foster | 22 | 3 | 3 " from " | 112 50 |
| Canterbury Station and Railway Station | J. S. Low | 16 | 12 | 9 " | 45 00 |
| Cape Bald and Le Blanc | S. M. Richard | 7 | 2 | 9 " | 52 50 |
| Cape-de-Moisille Creek and Railway Station | J. Wilson | 13 | 12 | 9 " | 18 75 |
| Cape Spear and Railway Station | A. Seamon | 3 | 3 | 9 " | 50 20 |
| Cape Tormentine and Ry. Station | J. R. Barry | 1 | 12 | 9 " | 30 00 |
| Caraquet and Lower Caraquet | J. R. Chiasson | 5 | 6 | 9 " | 112 50 |
| Caraquet and St. Simon | J. Lantaigue | 9 | 1 | 9 " | 22 96 |
| Caraquet and Tracadie | T. S. Barry | 22 | 6 | 9 " | 300 07 |
| Caron Brook and Lake Baker | H. Caron | 5 | 3 | 9 " | 60 75 |
| Carroll's Crossing and Ry. Station | A. O'Donnell | 20 yds. | 12 | 9 " | 12 00 |
| Central Blissville and Ry. Siding | L. B. Smith | 1 1/2 | 6 | 9 " | 35 00 |
| Central Hampstead and Hibernia | I. A. Gardiner | 3 | 2 | 9 " | 21 00 |
| Central Waterville and West Waterville | J. H. Stairr | 3 1/2 | 2 | 17 dys. (from Mar. 15, '97) | 1 67 |
| Centre Waterville and Temperance Vale | R. Murdoch | 3 1/2 | 2 | 9 months | 28 12 |
| Centreville and Charleston | J. F. Crone | 5 1/2 | 3 | 9 " | 75 00 |
| Centreville and Goods Corner | A. Beckwith | 4 & 7 | 3 | 9 " | 75 00 |
| Centreville and Knoxford | do | 4 & 7 | 3 | 9 " | 71 25 |
| Centreville and Railway Station | C. Wilkinson | 5 | 6 | 9 " | 116 16 |
| Centreville and Royalton | A. Beckwith | 6 | 3 | 9 " | 59 25 |
| Chambers Settlement and Foster's Croft | E. McShane | 5 | 1 | 9 " | 21 75 |
| Chance Harbour and Lepreaux | R. Mawhinney | 16 | 3 | 9 " | 217 50 |
| Charlo Station and Upper Charlo | W. Craig | 1 1/2 | 6 | 9 " | 56 25 |
| Chatham and Douglasfield | T. King | 5 | 1 | 9 " | 18 75 |
| Chatham, Laketon and Upper Bay-du Vin | R. McNaughton | 16 & 21 | 2 & 1 | 9 " | 118 38 |
| Chatham and Loggieville | T. H. Fitzpatrick | 6 | 6 | 5 " (to Feb. 28, '07) | 58 33 |
| Chatham and Railway Station | do | 1 | 42 & 30 | 9 " | 171 87 |
| Chatham and Street Letter Boxes | do | 2 | 12 | 9 " | 93 75 |
| Chatham and Tracadie | P. Archer | 55 1/2 | 6 | 9 " | \$25 00 |
| Chelmsford and Railway Station | G. Harper | 1 1/2 | 12 | 9 " | 37 50 |
| Cherryfield and Moncton | W. Steeves | 4 1/2 | 2 | 9 " | 37 50 |
| Chipman and Dufferin | N. Lagassi | 4 | 2 | 9 " | 30 00 |
| Chipman, Gaspereaux, and Upper Gaspereaux | A. Dairah | 5 & 8 | 6 & 3 | 9 " | 142 59 |
| Chipman and Harley Road | J. Orchard | 8 | 2 | 3 " (to Sept. 30, '06) | 22 50 |
| do do do | E. A. Branscombe | 8 | 2 | 1 " (to Oct. 31, '06) | 7 50 |
| do do do | L. R. Wilson | 8 | 2 | 5 " from " | 31 25 |
| Chipman and Linton | T. McAllister | 13 | 3 | 9 " | 141 37 |
| Chipman and Railway Station | H. Orchard | 1 1/2 | 12 | 9 " | 18 75 |
| Chocolate Cove, Fairhaven and Lord's Cove | G. Wentworth | 11 | 3 & 2 | 6 " (to Dec. 31, '06) | 50 00 |
| Chocolate Cove, Fairhaven and Lord's Cove | L. Wentworth | 4 & 11 | 6 & 4 | 3 " from " | 62 50 |
| Church Hill and River View | E. Bayley | 2 | 2 | 9 " | 30 00 |
| Clair and Fort Kent (Me.) | J. Long | 3 1/2 | 12 | 9 " (less am't. paid by U.S.) | 25 00 |
| Clairville and Jailletville | C. F. Jaillet | 6 | 1 | 8 " (from Aug. 1, '06) | 17 33 |
| Clarendon Station and Ry. Station | G. S. Lacey | 1 3/4 | 6 | 9 " | 30 00 |
| Clark's Corner and Sheffield | E. Randall | 1 | 2 | 3 " (from Jan. 1, '07) | 18 18 |
| Clarkville and Railway Station | B. Anderson | 7 1/2 | 2 | 9 " | 63 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------------|--------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Clear View and Railway Station... | S. Bishop..... | 3 | 6 | 9 months..... | 105 00 |
| Clifton and Grey's Mills..... | J. Rogers..... | 15 | 3 | 9 "..... | 104 25 |
| Clifton and Rotheray..... | G. S. Pettingell..... | 5 | 6 | 9 "..... | 220 50 |
| Clinch's Mills and Gooseberry Cove. | R. Ferguson..... | 4 | 2 | 9 "..... | 48 75 |
| Clinch's Mills and Railway Crossing. | F. S. Clinch..... | 1 | 12 | 9 "..... | 19 50 |
| Cloverdale East and Smith Corner. | W. H. Featherstone..... | 6 | 3 | 9 "..... | 76 50 |
| Clover Hill and Sussex..... | S. P. Taylor..... | 15½ | 2 | 9 "..... | 120 00 |
| Coal Branch Station and Railway Station..... | J. T. Swift..... | 6 | 12 | 9 "..... | 36 00 |
| Coal Creek and Coal Mines..... | W. L. Durland..... | 4 | 2 | 9 "..... | 19 50 |
| Coal Creek and Railway Station..... | M. E. Weaver..... | 1½ | 12 | 9 "..... | 7 50 |
| Coal Creek and Upper Coal Creek..... | do..... | 4 | 1 | 9 "..... | 18 75 |
| Coates Mills and St. Cyrille..... | W. W. LeBlanc..... | 3½ | 2 | 9 "..... | 30 00 |
| Cocagne and Cocagne Cape..... | D. Gueguen..... | 4 | 1 | 9 "..... | 26 25 |
| Cocagne and Notre Dame..... | E. Bilodeau..... | 6 | 3 | 9 "..... | 67 50 |
| Cody's and Coles Island..... | E. Starkey..... | 6 & 13 | 6 | 9 "..... | 187 43 |
| Cody's and Jenkins..... | I. V. B. Hetherington..... | 2 | 3 | 9 "..... | 29 63 |
| Cold-stream and Hartland..... | S. S. Page..... | 5 | 3 | 9 "..... | 97 50 |
| Cold-stream and Knowlesville..... | J. W. Foster..... | 18 & 23½ | 3 | 3 " (to Sept. 30, '06) | 56 25 |
| do do..... | E. B. Estabrooks..... | 18 & 23½ | 3 | 6 " (from Oct. 1, '06) | 237 00 |
| Coles Island and Forks..... | R. W. Hetherington..... | 17 | 2 | 9 "..... | 110 86 |
| College Bridge and Ry. Station..... | D. F. Richard..... | 1 | 12 | 9 "..... | 56 25 |
| Collette and Rogersville..... | M. Gionet..... | 4 | 1 | 9 "..... | 19 50 |
| Connell and Florenceville..... | W. A. Taylor..... | 4 | 2 | 9 "..... | 51 48 |
| Connors and Mouth of St. Francis. | E. Ouellette..... | 3½ | 3 | 9 "..... | 45 00 |
| Cork Station and Ry. Station..... | W. Murphy..... | 1 | 3 | 9 "..... | 22 50 |
| Cornier's Cove, St. Joseph and Ry. Station..... | V. J. Landry..... | 1 & 2 | 18 | 9 "..... | 120 00 |
| Coronation and Railway Siding..... | G. W. Bishop..... | 3 | 3 | 9 "..... | 18 75 |
| Coughlan and Railway Siding..... | D. A. Coughlan..... | 6 | 6 | 9 "..... | 30 00 |
| Cowan and South River..... | H. Cowan..... | 2½ | 2 | 9 "..... | 22 50 |
| Coves Point, Cumberland Bay and The Range..... | H. O. Branscombe..... | 35 & 71 | 2 & 3 | 9 "..... | 63 75 |
| Cross Creek and Green Hill..... | W. Waugh..... | 4 | 2 | 9 "..... | 66 67 |
| Cumberland Bay and Ry. Station..... | H. O. Branscombe..... | 1 | 3 | 9 "..... | 36 00 |
| Currieberg and Stanley..... | A. L. Currie..... | 6½ | 2 | 9 "..... | 41 25 |
| Curryville and Railway Station..... | J. A. Beaumont..... | 1 | 12 | 9 "..... | 33 75 |
| Dalhousie and Point La Nim..... | J. Nolan..... | 3 | 3 | 9 "..... | 56 25 |
| Dalhousie and Railway Station..... | J. Duncan..... | 1 | 36 & 24 | 9 "..... | 106 27 |
| Dalhousie Junction and Ry. Station | T. Robinson..... | 1 | 12 | 9 "..... | 75 00 |
| Damasacus and Smith Town..... | W. B. Smith..... | 3 | 1 | 9 "..... | 22 50 |
| Debec and Maxwell..... | G. Fleming..... | 21 & 14 | 3 | 9 "..... | 198 00 |
| Debec and Railway Station..... | A. Harron..... | 1 | 12 | 9 "..... | 22 13 |
| Derby and Railway Station..... | E. L. Parker..... | 1 | 12 | 9 "..... | 45 00 |
| Doaktown and Railway Station..... | I. H. Swim..... | 1 | 12 | 9 "..... | 18 00 |
| Dobsons Corner and Petitcodiac..... | J. W. Bleakney..... | 13 | 2 | 9 "..... | 156 00 |
| Donegal, Watford and Sussex..... | G. M. Hayes..... | 8 & 12 | 1 & 3 | 9 "..... | 153 18 |
| Dorchester and Fairview..... | S. T. Blenis..... | 3½ | 1 | 9 "..... | 14 25 |
| Dorchester and Middleton..... | H. T. Buck..... | 2 | 6 | 9 "..... | 56 25 |
| Dorchester and Railway Station..... | S. W. Tingley..... | 1 | 24 | 9 " and extra trips. | 176 25 |
| Dorchester and Rockport..... | R. Read..... | 12 | 2 s 3 w | 9 "..... | 119 25 |
| Dorchester and Woodhurst..... | B. Card..... | 5 | 1 | 9 "..... | 18 75 |
| Dorchester Crossing, Ry. Station and Seadouc..... | P. J. Melanson..... | ¼ & 2½ | 6 & 2 | 9 "..... | 56 25 |
| Douglas and Railway Station..... | E. Currie..... | 1 | 3 | 9 "..... | 22 50 |
| Douglstown and Newcastle..... | D. Doyle..... | 5 | 12 | 9 "..... | 187 50 |
| Dover and Moncton..... | T. Steeves..... | 15½ | 3 | 9 "..... | 168 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|------------------------|---------|
| Downeyville and Hatfield's Point. | E. Kellier | 7 | 2 | 9 months | 53 25 |
| Downeyville and Tootleton. | W. L. Pickett | 12 & 13 | 6 | " (to Dec. 31, '06) | 49 31 |
| do do | M. S. W. Merritt | 13 | 3 | " from | 21 39 |
| Doyles Brook and Railway Station. | J. Gratton | 4½ | 3 | " | 52 50 |
| Doyles Settlement, Lorne and River Louison | T. Hayes | 3 & 7 | 1 & 2 | 9 " | 40 50 |
| Dugas and Grand Anse. | M. Dugas | 5 | 2 | 3 " (from Jan. 1, '07) | 7 50 |
| Dunbarton Station and Ry. Station | W. Saunders | 4½ | 6 | 9 " | 30 00 |
| Dundee and Eel River Crossing. | R. H. Wright | 6 | 3 | 6 " (from Oct. 1, '06) | 37 50 |
| Dungiven and Memramcook. | E. W. Toole | 4 | 1 | 9 " | 18 75 |
| Durham Bridge and McElwain | R. McElwain | 3 | 2 | 9 " | 36 00 |
| Durham Bridge and Ry. Station. | R. Abernethy | | 12 | 9 " | 26 25 |
| Durham Centre and Jacquet River. | W. M. Firlotte | 1½ | 12 | 9 " | 71 25 |
| East Glassville and Highlands. | A. McKenzie | 2 | 3 | 9 " | 30 00 |
| East Waterville and Temperance Vale. | I. Pike | 2½ | 2 | 9 " | 22 50 |
| Edmundston and Railway Station. | A. Babin | 4½ | 12 | 9 " | 71 25 |
| Edmundston, Temiscouata and Canadian Pacific Railway. | do | 1 | 6 | 9 " | 18 75 |
| Edmundston and Upper Madawaska (Me.) | F. Albert | 3 | 6 | 9 " | 45 00 |
| Eel River Crossing and Railway Station. | Leveque & Spude | 7½ | 12 | 9 " | 37 50 |
| Eel River Crossing and Upper Balmoral. | do | 9 | 3 | 6 " (from Oct. 1, '06) | 58 50 |
| Elgin and Fir Grove. | T. Carty | 4 | 1 | 9 " | 22 50 |
| Elgin and Mapleton. | W. A. Colpitts | 4 | 2 | 9 " | 31 50 |
| Elgin and Meadows. | F. W. Steeves | 6 | 2 | 9 " | 45 00 |
| Elgin and Pleasant Mount. | C. Henderson | 5 | 1 | 9 " | 26 25 |
| Elgin and Railway Station. | T. Barchard | 1½ | 6 | 9 " | 28 87 |
| Ellenstown and Millerton. | J. Betts | 4½ | 2 | 9 " | 36 00 |
| Elmsville and Railway Station. | J. H. Dyer | 4½ | 12 | 9 " | 45 00 |
| Elm Tree and La Plante. | J. M. Godin | 3½ | 2 | 9 " | 37 50 |
| Elm Tree and Railway Station. | J. Doucet | 1 | 12 | 3 " | 30 00 |
| Emerson and Fords Mills. | J. McE. Powell | 8 | 2 | 9 " | 59 25 |
| Ennishore and Grand Falls. | C. O'Regan | 3½ | 1 | 9 " | 22 50 |
| Enniskillen Station and Ry. Station. | B. McAloon | 1½ | 6 | 9 " | 21 00 |
| Evans and Youngs Cove. | G. Smith | 9 | 3 | 2 " (to Aug. 31, '06) | 16 00 |
| Exmore and Red Bank. | F. Murphy | 3 | 1 | 9 " | 22 50 |
| Fairville and Railway Station. | C. F. Tilton | 1 | 18 | 9 " | 112 50 |
| Ferguson's Point and Main Post Rd. | W. Ferguson | 4½ | 6 | 9 " | 30 00 |
| Ferndale and Hillside. | G. Bamister | 2 | 1 | 9 " | 15 00 |
| Flatlands and Railway Station. | W. Gillis | 1½ | 6 | 9 " | 45 00 |
| Flint Hills and Meadows. | J. W. Garland | 4 | 2 | 9 " | 30 00 |
| Florenceville and Lower Greenfield. | R. Shannon | 3½ | 3 | 9 " | 33 75 |
| Florenceville and Railway Station. | H. B. Taylor | 1 | 12 | 9 " | 147 75 |
| Florenceville and Summerfield. | G. Green | 13 | 3 | 9 " | 96 75 |
| Florenceville East and Upper Peel. | N. Moore | 1 | 6 | 9 " | 30 00 |
| Flume Ridge and Lawrence Station. | P. J. Anderson | 8 | 2 | 9 " | 78 00 |
| Foley Brook and Salmonburst. | J. Poulsen | 7 | 2 | 9 " | 52 50 |
| Forks and Ida. | C. Keirstead | 5 | 1 | 9 " | 18 75 |
| Four Roads and Inkerman. | R. Gibbs | 3½ | 2 | 9 " | 26 25 |
| Fox Creek and Moncton. | E. LeBlanc | 12½ | 3 | 9 " | 81 25 |
| Fredericton and Hamtown. | S. Bird | 22 | 2 | 9 " | 168 75 |
| Fredericton and Hanwell. | P. Lucy | 10 | 2 | 3 " (to Sept. 30, '06) | 30 00 |
| do do | T. Powers | 10 | 2 | 6 " from | 67 00 |
| Fredericton and Letter Boxes. | W. J. McGinn | 3½ | 12 | 9 " | 111 75 |
| Fredericton and Lower St. Mary's. | H. J. Phair | 6 | 2 | 9 " | 67 50 |
| Fredericton and Meductic. | J. C. Maxon | 31 | 3 | 9 " | 373 50 |
| Fredericton, Nashwaak and St. Mary's Ferry. | M. W. Ryan | 1 & ¼ | 6 & 12 | 9 " | 117 40 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|------------------------|------------------------|-------------------------|---------|
| Fredericton and Nasonworth. | D. D. Jones. | 9 $\frac{1}{2}$ | 2 | 9 months | 71 25 |
| Fredericton and Railway Station. | C. J. Kelly. | | 60 | 9 " | 298 50 |
| do do | J. E. Keith. | | 24 | 9 " | 97 48 |
| Fredericton Junction and Ry. Sta. | J. Shehan. | 25 yds. | 24 | 9 " | 30 00 |
| Fredericton Road, Harewood and Salisbury. | W. W. Wilson. | 8 & 13 | 2 & 1 | 9 " | 73 50 |
| French Village and Railway Station | M. Bates. | 4 | 2 | 9 " | 45 00 |
| Gagetown and Welford. | G. A. Law. | 28 | 3 | 9 " | 297 75 |
| Gagetown and Westfield. | W. H. Bulyea. | 44 | 3 | 9 " | 592 50 |
| Gallagher and Railway Station. | J. T. Price. | 2 | 2 | 9 " | 18 75 |
| Gaspereaux and Lakestream. | A. L. Fleming. | 12 | 1 | 9 " | 56 10 |
| Gaspereaux Station and Ry. Station | J. Mooney. | 1 | 6 | 9 " | 45 00 |
| Gaspereaux Station and Scott's Brook. | W. H. Jones. | 6 | 2 | 9 " | 33 33 |
| Gaythorne and Tabusintac. | G. Buchanan. | 6 | 2 | 9 " | 48 75 |
| Gibson and Railway Station. | R. H. Babbitt. | $\frac{1}{2}$ | 24 | 9 " | 60 00 |
| Gilks Railway Station, Blissfield and Moran. | J. Robinson. | $\frac{1}{2}$, 3 & 2 | 12 & 6 | 3 " (to Sept. 30, '06). | 37 50 |
| do do | J. A. MacDonald. | $\frac{1}{2}$, 3 & 2 | 12 & 6 | 6 " from " | 124 00 |
| Gladstone and Kintore. | I. L. Watt. | 9 $\frac{1}{2}$ | 3 | 9 " | 126 75 |
| Gladwin and Red Rapids. | J. G. Brooks. | 4 | 3 | 9 " | 45 00 |
| Glassville and Kenneth. | K. McIntosh. | 5 $\frac{1}{2}$ | 3 | 9 " | 49 50 |
| Goose Creek and Shepody Road. | J. Prescott. | 13 | 1 | 9 " | 56 25 |
| Gordonsville and South Gordonsville | F. Pelkie. | 4 | 3 | 9 " | 45 00 |
| Grafton and Woodstock. | J. Rolston. | 1 $\frac{1}{2}$ | 6 | 9 " | 51 00 |
| Graintfield and Renous Bridge. | M. Kehoe. | 8 | 2 | 9 " | 73 50 |
| Grand Aulse and Mizonett. | S. Poirier. | 8 | 2 | 9 " | 36 00 |
| Grand Bay and Railway Station. | D. M. Hamma. | $\frac{1}{2}$ | 6 | 9 " | 33 00 |
| Grand Falls and Grand Falls Portage | J. T. Mulherin. | 12 $\frac{1}{2}$ | 2 | 9 " | 77 25 |
| Grand Falls and Megford. | F. Page. | 16 & 24 $\frac{1}{2}$ | 3 | 9 " | 300 00 |
| Grand Falls and Railway Station. | J. J. Kelly. | $\frac{1}{2}$ | 12 | 9 " | 56 25 |
| Grand Falls and St. Amand. | S. St. Amand. | 11 | 3 | 1 " (to July 31, '06). | 13 34 |
| do do | J. M. Poitras. | 11 | 3 | 8 " from " | 133 33 |
| Grand Harbour and Whitehead. | A. Dakin. | 6 | 2 | 9 " | 75 00 |
| Grattan and Lower Negreac. | J. Stewart. | 3 $\frac{1}{2}$ | 2 | 9 " | 30 00 |
| Great Shemogue and Sheldiac. | P. F. Melanson. | 24 & 26 $\frac{1}{2}$ | 6 | 9 " | 523 49 |
| Green Lake and Woodstock. | R. A. Ballentine. | 11 $\frac{1}{2}$ | 2 | 9 " | 114 75 |
| Green Point and Railway Siding. | G. A. Fournier. | 1 | 6 | 9 " | 30 00 |
| Green River Station and Railway Station. | A. DeVillers. | $\frac{1}{16}$ | 12 | 9 " | 18 75 |
| Guimond and St. Louis-de-Kent. | D. Guimond. | 5 | 2 | 9 " | 30 00 |
| Halcomb and Red Bank. | E. Matthews. | 8 | 2 | 9 " | 75 00 |
| Hammond Vale and Londonderry | W. Fowler. | 8 | 1 | 9 " | 39 00 |
| Hampton and Os-sekeag. | J. Boviard. | 1 | 6 | 2 " (to Aug. 31, '06). | 15 50 |
| do do | J. W. Smith. | 1 | 12 | 7 " from " | 52 50 |
| Hampton and Urquharts. | H. Piers. | 13 | 2 | 6 " (to Dec. 31, '06). | 62 50 |
| do do | J. Boviard. | 13 | 2 & 3 | 3 " from " | 36 45 |
| Hanford Brook and Upham. | J. Tracey. | 5 | 2 | 9 " | 32 48 |
| Harcourt and Lakestream. | L. J. Wathen. | 22 | 1 | 9 " | 120 00 |
| Harcourt, Railway Station and Richibucto. | J. B. Miller. | 36, 30 & $\frac{1}{2}$ | 6 & 24 | 9 " | 777 75 |
| Harrisville and Lewisville. | J. L. Lockhart. | 3 | 2 | 9 " | 18 75 |
| Hartland and Railway Station. | J. D. Shaw. | $\frac{1}{2}$ | 12 | 9 " | 54 57 |
| Hartland and Victoria. | J. McGee. | 2 $\frac{1}{2}$ | 6 | 9 " | 195 00 |
| Harvey Station and Railway Station | D. Glendinning. | 50 yds. | 12 | 9 " | 30 00 |
| Harvey Station and Yoho. | R. Coffey. | 8 | 2 | 9 " | 67 50 |
| Hatfield's Point and Norton. | E. Kelher. | 10 | 6 | 9 " | 174 75 |
| Hatfield's Point and Wickham. | G. M. Denton. | 19 | 3 | 9 " | 277 08 |
| Head of Millstream, Perry Settlement and Sussex. | J. J. Belding. | 5 & 20 | 1.2 & 3 | 9 " | 155 00 |
| Head of Tide and Railway Station. | H. C. Gilles. | $\frac{1}{16}$ | 6 | 9 " | 60 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Head of Tide and Robinsonville..... | H. C. Gillis..... | 22½ | 2 | 9 months | 154 50 |
| Hebert and Sweenyville..... | A. L. LeBlanc .. | 4 | 2 | 9 " | 15 00 |
| Heron Island and New Mills..... | W. Maxwell..... | 3 | 1 | 9 " | 27 00 |
| Hillsborough and Lower Cape..... | H. Hawkes..... | 9 | 6 | 9 " | 204 00 |
| Hillsborough and Railway Station..... | B. Steeves..... | ¾ | 12 | 9 " | 60 00 |
| Hillsborough and Roseville..... | H. J. Stevens..... | 12 | 3 | 9 " | 117 67 |
| Hillsborough and Steeves Mills..... | W. E. Jonah..... | 10 | 2 | 9 " | 93 00 |
| Hillsdale and Mackville..... | M. McIntyre..... | 3 | 1 | 9 " | 22 50 |
| Hillsdale and Sussex..... | S. P. Kyle..... | 17 | 3 | 9 " | 171 00 |
| Holderville and Millidgeville..... | W. Sleep..... | 21 & 17 | 6 & 3 | 9 " | 322 50 |
| Hopewell, Hopewell Hill and Railway Station..... | J. D. Newcomb.. | 1 & ¼ | 6 & 12 | 9 " | 104 25 |
| Hopewell Cape and Railway Station..... | W. E. Calboun.. | ¾ | 6 | 9 " | 105 00 |
| Hopewell Hill and Memel..... | R. S. Woodworth | 7 & 5 | 1 | 9 " | 27 75 |
| Hopper and Salisbury..... | A. W. Leeman.. | 18 | 2 | 9 " | 150 00 |
| Hoyt Station and Juvenile Settlement..... | W. H. Wallace.. | 13 & 17½ | 2 | 9 " | 76 24 |
| Hoyt Station and Railway Station..... | A. W. Mersereau | 1½ | 12 | 9 " | 59 50 |
| Indian Mountain and Moncton..... | H. Renton..... | 19 | 2 | 6 " (to Dec. 31, '06). | 72 50 |
| do do | W. B. Maddleson | 19 | 2 | 3 " from " " | 47 25 |
| Irishtown and Le Blancville..... | W. Sullivan..... | 5 | 1 | 9 " | 22 50 |
| Irishtown, Railway Station and McLaughlin Road..... | do | 1½ & 16 | 6 & 2 | 9 " | 170 25 |
| Iron Bound Cove and Railway Siding..... | W. Lucas..... | ¼ | 2 | 9 " | 7 50 |
| Iroquois and Railway Siding..... | G. I. Theriault | ¾ | 6 | 2 " (from Feb. 1, '07) | 0 17 |
| Jacquet River and McMillan..... | J. Doucett..... | 7 | 2 | 9 " | 39 37 |
| Jemseg and Mouth of Jemseg..... | S. C. Burns..... | 3½ | 3 | 9 " | 39 20 |
| Jemseg and Young's Cove Road..... | L. D. Ferris..... | 19 | 6 | 9 " | 343 50 |
| Johceure, Westmoreland Point and Railway Station..... | C. Brownell..... | 7 & 1 | 6 & 12 | 9 " | 243 75 |
| Kanes and Tete à Gauche River (S.)..... | A. F. Kane..... | 3½ | 3 | 9 " | 13 50 |
| Kent Junction and Railway Station..... | J. Horton..... | ¼ | 12 | 9 " | 22 50 |
| Kent Lake and Railway Siding..... | S. Desroches..... | 1 | 2 | 9 " | 11 25 |
| Kilburn and Kintore..... | D. Watt..... | 6 | 3 | 9 " | 75 00 |
| Kilburn and Railway Station..... | B. Kilburn..... | ¼ | 12 | 9 " | 26 25 |
| Kingsclear and New Market..... | D. Murphy..... | 5 | 1 | 9 " | 29 25 |
| Kingscroft and Railway Siding..... | J. Copeland..... | ¼ | 2 | 9 " | 7 50 |
| Kingston, Reed's Point and Railway Station..... | L. Scribner..... | 3½ & 5 | 6 | 9 " | 162 00 |
| Kingston and The Bluffs..... | J. L. Kierstead.. | 3 | 2 | 6 " (to Dec. 31, '06). | 22 00 |
| Kirkwood and Railway Station..... | W. Kirk..... | 50 yds. | 6 | 9 " | 11 25 |
| Knoxord and Upper Knoxord..... | R. Longstaff.... | 4 | 3 | 9 " | 72 00 |
| Kouchibouguac and Kouchibouguac Beach..... | J. Sullivan..... | 9 | 2 | 9 " | 64 50 |
| Kouchibouguac and Laketon..... | M. Flanagan..... | 6 | 1 | 9 " | 15 00 |
| Kouchibouguac and Point Sapin..... | J. Sullivan..... | 20 | 1 | 9 " | 66 00 |
| Kouchibouac and Richibucto..... | W. H. Wathen.. | 12 | 6 | 9 " | 172 50 |
| Lake Edward and New Denmark..... | H. Howlett..... | 2½ | 2 | 9 " | 22 50 |
| Lake George and Prince William Station..... | A. McLean..... | 22 | 2 | 9 " | 137 25 |
| Lakeville Corner and Newcastle Bridge..... | J. D. Bridges..... | 18 | 2 | 6 " (to Dec. 31, '06). | 72 00 |
| Lameque and Miscon Light House..... | J. Brown..... | 27 | 3 | 9 " | 251 25 |
| Lameque and Shippigan..... | D. E. Savoy..... | 7 | 4 & 6 | 9 " | 127 40 |
| Landry and Upper Pockmouche..... | L. G. Landry.... | 5 | 1 | 9 " | 17 25 |
| Lawrence Station and Railway Stn..... | P. J. Anderson.. | ¼ | 12 | 9 " | 39 00 |
| Ledge and St. Stephen..... | W. Maloney..... | 5 | 2 s & 3 w. | 9 " | 67 50 |
| Legere and Portage River..... | L. Manzeroll.... | 2 | 3 | 9 " | 22 50 |
| Lejeuneaux and New River Mills..... | R. Travis..... | 7 | 2 | 6 " (to Dec. 31, '06). | 16 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|--------------------------|--------------------|
| | | | | | \$ cts. |
| Minto and Scotch Town..... | N. Nightingale.. | 21 | 2 | 3 mos from Jan. 1, '07.. | 76 56 |
| Millville and Springfield..... | D. Reed..... | 14 & 16 | 2 | 9 " | 148 50 |
| Miscou Harbour and Wilson's Point. | P. Wilson..... | 6 | 2 s. & 1 w. | 9 " | 41 25 |
| Mispec and St. John..... | J. B. Hamm.... | 9 | 6 | 9 " | 210 00 |
| Moncton and Stony Creek..... | A. P. Smith.... | 8½ | 2 | 9 " | 93 60 |
| Moncton, Street Letter Boxes and Railway Station..... | P. A. Bellevue.. | 1½ | as req. | 9 " | 750 00 |
| Moncton and Upper Coverdale..... | H. W. Gaskin.. | 16 | 3 | 9 " | 156 44 |
| Moncton Road and Shediac..... | R. Bateman.... | 6 | 1 | 9 " | 30 00 |
| Moore's Mills and Oak Hill..... | H. C. McKay.... | 14 | 3 | 9 " | 105 41 |
| Moore Mills and Railway Station... | A. Conaick.... | 1½ | 12 | 9 " | 56 25 |
| Mcarehouse, Shunickburn, Upper Blackville and Railway Station... | H. More-house.. | 7¼ & 2 | 2 & 6 | 9 " | 95 25 |
| Mount Carmel and St. Fabien..... | M. F. Martin.... | 4 | 1 | 9 " | 17 50 |
| Mountain Dale and Snider Mountain..... | G. H. Keirstead | 4 | 1 | 9 " | 33 75 |
| Mountain View and Upper Charlo. | W. McIntyre... | 2 | 3 | 6 " | (from Oct. 1, '06) |
| Mount View and Upper Sackville. | E. A. Wheaton.. | 3 | 1 | 9 " | 15 60 |
| Mountville and Railway Station... | A. E. Butterfield | 1 | 12 | 9 " | 15 00 |
| Mouth of Keswick and Ry. Station | H. F. Dumphy.. | 1 | 12 | 9 " | 45 00 |
| Mouth of Keswick and Scott's Lake | C. Yerxa..... | 12 & 13 | 3 | 9 " | 243 75 |
| Mouth of Keswick and Woodstock. | E. Ebbitt..... | 60 | 2 | 9 " | 510 00 |
| Muniac and Railway Siding..... | W. J. Miller.... | 60 yd. | 12 | 9 " | 15 00 |
| Musquash and Railway Station... | J. Reed..... | 1 | 12 | 9 " | 22 50 |
| Nashwaak Bridge and Railway Stn. | J. T. McBean.. | 1 | 12 | 9 " | 45 00 |
| Nashwaak Village and Railway Stn. | C. Forbes..... | 14 | 12 | 9 " | 75 00 |
| Nauwig-wauk and Railway Station | W. H. Hill..... | 1 | 12 | 9 " | 36 00 |
| Nelson Reserve and South Nelson. | M. Whalen.... | 6 | 2 | 9 " | 50 25 |
| Nerepis Station and Railway Stn. | M. O. McKenzie | 1 | 12 | 9 " | 18 75 |
| Nerepis Station and Round Hill... | do | 12 | 1 | 9 " | 56 25 |
| Newcastle and North West Bridge. | E. Conolly.... | 2½ | 6 | 9 " | 30 00 |
| Newcastle and Railway Station... | D. Doyle..... | 1 | 42 & 30 | 9 " | 255 62 |
| Newcastle and Red Bank..... | T. Foley..... | 15 | 3 | 9 " | 225 00 |
| Newcastle and Sevogle..... | J. O'Shea..... | 25 | 1 | 9 " | 120 00 |
| Newcastle Bridge and Railway Stn. | K. Yeoman.... | 1 | 6 | 9 " | 15 00 |
| Newcastle Creek and Sheffield..... | J. C. Simmons.. | 32 | 2 | 6 " | (to Dec. 31, '06) |
| New Mills and Railway Station... | A. Gannix..... | 1 | 12 | 9 " | 45 00 |
| Newton and Sussex..... | T. M. Durham.. | 10 & 12 | 3 | 9 " | 131 71 |
| Newtown and White's Mountain... | M. Hanley.... | 3 | 1 | 9 " | 18 75 |
| Nigado and Railway Station..... | C. H. Roy..... | 1½ | 12 | 6 " | (to Dec. 31, '06) |
| do do | R. Doucet.... | 1 | 12 | 3 " | from " " |
| Nixon and Turtle Creek..... | L. A. Wilson.... | 4 | 2 | 9 " | 41 25 |
| Northfield and Railway Station... | S. McLeod.... | 1½ | 2 | 9 " | 11 25 |
| North Head and Seal Cove..... | W. N. McLeau. | 12 | 5 & 4 | 9 " | 187 50 |
| North View and Plaster Rock..... | J. H. Weaver.. | 7 | 3 | 9 " | 116 25 |
| Notre Dame and Poirier..... | J. Gueguen.... | 6 | 1 | 9 " | 16 50 |
| Notre Dame and Railway Station... | M. Bourque... | 1 | 12 | 9 " | 47 26 |
| Oak Bay and Railway Station..... | R. W. Wilson.. | 1 | 12 | 9 " | 48 75 |
| Oakham and Railway Station..... | J. Hickson.... | 1 | 3 | 9 " | 18 00 |
| Oaklands, Riverbank & Ry. Siding | H. M. Hunter.. | 1½ & 3 | 6 & 2 | 9 " | 39 00 |
| Oakville and Round Hill..... | E. H. Flewelling | 3 | 6 | Season 1906. | 33 41 |
| Oakville and Weston..... | S. W. Porter... | 3 | 3 | 9 months. | 63 75 |
| Oakville and Woodstock..... | T. F. Troy.... | 14 & 11 | 3 | 9 " | 195 00 |
| Olenville and Round Hill..... | J. A. Vincent.. | 18½ & 11 | 3 | 9 " | 146 25 |
| Oromocto, Sheffield, Upper Gagetow and Swan Creek | J. M. Kelly.... | 10, 21, 12 & 6 | 3 | 9 " | 228 75 |
| Oromocto and Shirley Settlement. | R. Brennan.... | 4 | 1 | 9 " | 15 00 |
| Oromocto and Waasis Railway Stn. | J. Malone..... | 6 | 6 | 9 " | 161 25 |
| Oromocto and Woodside..... | F. Goodine.... | 18 | 2 | 9 " | 81 75 |
| Ortonville and Railway Station... | J. W. Hitchcock | 1½ | 12 | 9 " | 18 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week | Period. | Amount. |
|--|---------------------|----------------------|-----------------------|-------------------------|---------|
| | | | | | \$ cts. |
| Os-sekeag and Railway Station.... | R. H. Smith.... | $\frac{1}{2}$ | as req. | 9 months | 75 00 |
| Os-sekeag and Upperton.... | W. Dempster.... | 19 $\frac{1}{2}$ | 3 | 9 " | 209 25 |
| Painsee and Railway Station.... | P. Comeau.... | 2 $\frac{1}{2}$ | 2 | 9 " | 30 00 |
| Parents and Railway Station.... | M. Lebel.... | 200 yds. | 12 | 9 " | 37 50 |
| Passekeag, Ry. Stn. and Sherlock.. | J. Macey.... | $\frac{1}{2}$ & 5 | 12 & 1 | 9 " | 67 50 |
| Peel and Railway Station..... | E. A. Harmon.... | $\frac{1}{2}$ | 12 | 9 " | 15 00 |
| Peniac and Railway Station..... | C. T. Weade.... | $\frac{1}{2}$ | 12 | 9 " | 45 00 |
| Pennfield Ridge and Seely's Cove.. | J. Bright.... | $\frac{1}{2}$ | 2 | 9 " | 29 25 |
| Penobscus and Railway Station.... | S. M. Freeze.... | $\frac{1}{2}$ | 12 | 9 " | 56 25 |
| Penobscus and Roxburgh..... | E. W. McNair.... | 22 | 12 | 9 " | 116 19 |
| Perth and Railway Station..... | M. Larlee.... | $\frac{1}{2}$ | 12 | 9 " | 93 75 |
| Perth and Tilley..... | E. Lovely.... | $\frac{1}{2}$ | 2 | 9 " | 98 95 |
| Petersville and Welsford..... | G. R. Burton.... | 17 $\frac{1}{2}$ & 8 | 2 | 9 " | 112 50 |
| Petersville Church & South Clones. | J. Chittick.... | 4 | 1 | 9 " | 19 50 |
| Petit Rocher and Railway Station.. | E. C. Boudreau.. | $\frac{1}{2}$ | 12 | 9 " | 60 00 |
| Piccadilly and Sussex Corner.... | E. Brown.... | $\frac{3}{4}$ | 2 | 9 " | 22 50 |
| Pigeon Hill and Shippigan..... | W. Chiasson.... | 18 | 2 (s) 1 | (w) 9 " | 60 00 |
| Pine Ridge and St. Norbert..... | J. M. Richard.... | 2 $\frac{1}{2}$ | 3 | 9 " | 33 75 |
| Plaster Rock and Railway Station. | D. Fraser.... | $\frac{1}{2}$ | 12 | 9 " | 11 25 |
| Plaster Rock and Nictaux..... | J. H. Weaver.... | 34 | 3 | 9 " | 450 00 |
| Pleasant Point and Railway Station. | J. Irvine.... | 3 $\frac{3}{4}$ | 12 | 9 " | 187 50 |
| Plouard and St. Jacques..... | P. Mornault.... | 3 | 3 | 9 " | 56 25 |
| Point de Chene and Railway Station | T. McGrath.... | $\frac{1}{2}$ | 12 | 9 " | 24 00 |
| Poitras and Powers Creek..... | L. Poitras.... | 2 $\frac{1}{2}$ | 2 | 9 " | 25 00 |
| Pollett River and Prosser Brook... | A. Lounsbury.... | 10 | 3 | 9 " | 112 50 |
| Pollett River and Railway Station.. | T. W. Colpitts.. | $\frac{1}{2}$ | 6 | 9 " | 15 15 |
| Port Elgin and Railway Station.... | G. Siddall.... | $\frac{1}{2}$ | 12 | 9 " | 60 84 |
| Port Elgin and Spences..... | T. L. Wood.... | 17 & 15 | 6 | 9 " | 362 70 |
| Porton and Riceville..... | M. Dickinson.... | 5 | 2 | 9 " | 45 00 |
| Powers Creek and Railway Station. | J. Corbin.... | $\frac{1}{2}$ | 12 | 9 " | 37 50 |
| Prince of Wales and Railway Sta.. | J. Cairns.... | $\frac{1}{2}$ | 6 | 9 " | 23 25 |
| Prince William Station and Rail- way Station..... | W. G. Hatch.... | $\frac{1}{2}$ | 12 | 9 " | 75 00 |
| Queenstown and Upper Otnabog... | A. C. Fox.... | 2 $\frac{1}{2}$ | 3 | 9 " | 16 50 |
| Read and Railway Station..... | W. T. Allen.... | 2 $\frac{1}{2}$ | 6 | 9 " | 23 47 |
| Red Pine and Railway Station..... | E. N. Sutton.... | 25 yds. | 6 | 9 " | 7 50 |
| Red Rapids, Railway Siding and Birch Ridge..... | C. Roberts.... | $\frac{1}{2}$ & 5 | 3 | 9 " | 93 75 |
| Red Rapids Bridge, Railway Siding and Arthurette..... | H. Giberson.... | 10 yds. & 3 m. | 6 & 3 | 9 " | 33 75 |
| Rees and Young's Cove..... | R. Holmes.... | 9 | 3 | 7 " (from Sept. 1, '06) | 45 50 |
| Renons Bridge and Railway Station | T. H. Jardine.. | $\frac{1}{2}$ | 12 | 9 " | 30 00 |
| Rexton, Jardineville and Richibucto Village..... | J. Jardine.... | $\frac{1}{2}$ & 6 | 12 & 3 | 9 " | 112 50 |
| Rexton and Railway Station..... | W. S. Mallory.. | $\frac{1}{2}$ | 12 | 9 " | 60 00 |
| Rexton and Upper Rexton..... | W. Dykeman.... | 4 $\frac{1}{2}$ | 3 | 9 " | 61 59 |
| Reynolds and Railway Station.... | M. Power.... | 200 ft. | 3 | 9 " | 26 25 |
| Richibucto and Railway Station... | J. C. Vautour.... | $\frac{1}{2}$ | 12 | 9 " | 36 00 |
| Richibucto and St. Charles..... | T. Richard.... | 8 | 3 | 9 " | 61 87 |
| Richmond Corner and Woodlawn.. | P. Fitzpatrick.. | 6 | 3 | 9 " | 150 00 |
| River-des-Caches and Savoy..... | S. Savoy.... | 5 | 1 | 9 " | 19 50 |
| River Glade and Railway Station.. | T. Jones.... | $\frac{1}{2}$ | 12 | 9 " | 18 75 |
| River Louison and Railway Station | J. Currie.... | $\frac{1}{2}$ | 12 | 9 " | 45 45 |
| River Louison and Sunnyside..... | R. Brimsade.... | 7 | 2 | 9 " | 66 00 |
| Riverside and Railway Station.... | D. W. Stewart.. | $\frac{1}{2}$ | 12 | 9 " | 66 00 |
| Robertson's Point and White Cove. | G. W. Gunter.... | 3 | 3 | 9 " | 29 14 |
| Robertville and Railway Station.. | F. W. Christie.. | 3 $\frac{3}{4}$ | 6 | 9 " | 90 00 |
| Robertville and St. Rosette..... | W. F. Boudreau | 4 | 1 | 9 " | 18 75 |
| Robichand and Upper Abougogin.. | F. Robichand.. | 15 & 10 | 2 | 9 " | 101 25 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|--------------|----------|
| Rockland, Upper Dorchester and Railway Station | J. Sutherland | 4½ & 6 | 6 & 12 | 9 months | 240 75 |
| Roseport and Sackville | A. Tower | 16 | 1 | 9 " | 48 75 |
| Rogersville and Rosareville | A. A. Richard | 10 | 1 | 9 " | 45 00 |
| Rogersville, Railway Station and Viennau | F. Richard | 5½ & 2 | 12 & 12 | 9 " | 104 00 |
| Rolling Dam Station, Railway Station and Sorrell Ridge | H. Toal | 6 & 12 | 12 & 2 | 9 " | 131 25 |
| Rosebank and Six Roads | M. Robichaud | 4 | 1 | 9 " | 18 75 |
| Rosedale and Upper Woodstock | W. Hamilton | 7½ & 4½ | 3 | 9 " | 131 25 |
| Rothsay and Railway Station | J. R. Robertson | 50 yds. | 30 | 0 " | 56 25 |
| Rothsay and Wells | J. McGuire | 13 & 6 | 2 | 7 " | 61 25 |
| do do | J. B. Carpenter | 13 & 6 | 2 | 2 " | 25 00 |
| Round Hill and Speights Corner | A. F. Speight | 2 | 2 | 9 " | 37 50 |
| Rusagornis and Waasi Railway Stn. | J. Malone | 3 | 3 | 9 " | 36 31 |
| Rusagornis Station and Railway Stn. | A. Mott | ½ | 12 | 9 " | 11 25 |
| St. Almo, Railway Siding and Three Brooks | L. Reed | ¼ & 1½ | 9 | 0 " | 56 25 |
| St. Andrews and Railway Station | R. Storr | ½ | as req. | 9 " | 66 00 |
| St. Anne de Madawaska and Railway Siding | J. B. Martin | 100 yds. | 12 | 9 " | 15 00 |
| St. Anthony, Puellering and Renaud's Mills | L. J. Le Blanc | 7½ & 2½ | 2 | 9 " | 45 00 |
| St. Anthony and Railway Station | T. Langis | ½ | 12 | 9 " | 15 00 |
| St. Croix and Railway Station | M. J. Tracy | 1 | 6 | 9 " | 54 00 |
| St. George and Railway Station | G. McGee | 1 | 12 | 9 " | 75 00 |
| St. Isidore and Tracadie | F. Poulin | 11 | 3 | 9 " | 82 50 |
| St. John Letter Carrier Service | S. John Ry. Co. | | as req. | 9 " | 225 00 |
| St. John and Railway Station | J. B. Hamm | ½ | 0 | 9 " | 1,076 91 |
| St. John and St. John West | J. Campbell | 1 | 30 | 9 " | 150 00 |
| St. John and St. Martins | H. Nugent | 30 | 6 | 9 " | 584 25 |
| St. John and Sand Point Road | D. Peacock | 3 | 3 | 9 " | 30 00 |
| St. John Street Letter and Parcel Boxes and Indiantown | P. McDevitt | | 37 | 9 " | 615 75 |
| St. John West and Street Letter Boxes | J. McG. Campbell | ¼ | 12 | 3 " | 20 00 |
| St. John West and Street Letter Boxes | T. C. Smith | ¼ | 12 | 6 " | 50 00 |
| St. John Special Parcel Delivery at Xmas | H. McDevitt | | | | 16 00 |
| St. John and Wharf | J. S. Flaglor | | | Special trip | 0 35 |
| St. Leonard Station and Railway Station | D. O. Bourgoin | ¼ | 12 | 9 months | 27 00 |
| St. Leonard Station and Van Buren (Me) | do | 1 | 6 | 9 " | 56 25 |
| St. Martins and Salmon River | J. Kennedy | 9½ | 6 | 9 " | 232 50 |
| St. Martins and Wood Lake | R. Horsford | 6 | 1 | 9 " | 22 73 |
| St. Stephen and Calais (Me) | I. Bridges | 1 | 12 | 9 " | 75 00 |
| St. Stephen and Ry. Stn. (C.P.R.) | W. E. McAlona | 1 | 24 | 9 " | 187 20 |
| St. Stephen and Railway Stn. (G.S.) | J. E. Green | 1 | 12 | 9 " | 93 60 |
| St. Thomas and Wilmot | J. H. McInnis | 3 | 3 | 9 " | 47 25 |
| Sackville and Railway Station | A. W. Dixon | 1 | 24 | 9 " | 126 79 |
| Sackville and Second Westcock | J. Amos | 8 | 1 | 9 " | 33 75 |
| Sackville and Upper Sackville | D. Wheaton | 5 | 6 | 9 " | 150 00 |
| Sackville and Wood Point | C. Richardson | 6 | 1 | 9 " | 33 75 |
| Salsbury and Railway Station | G. W. Gaynor | 1 | 24 | 9 " | 79 81 |
| Salmondale and Railway Station | W. D. Patterson | 1 | 3 | 9 " | 30 75 |
| Salt Springs and Titusville | J. A. Robertson | 6 | 2 | 9 " | 36 75 |
| Scotch Settlement and Railway Stn. | D. McKinnon | 1 | 6 | 9 " | 18 75 |
| Sea Side and Railway Station | S. Laughlan | 1 | 6 | 9 " | 22 50 |
| Shediac and Railway Station | J. D. Meldon | 1 | 48 | 9 " | 72 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|----------------------------|-----------|
| | | | | | \$ cts. |
| Shediac Bridge and Shediac River. | P. Robinson | 2½ | 1 | 9 months | 18 75 |
| Shediac Road and Railway Stn. | J. Walker | 4 | 3 | " | 35 25 |
| Shepody Road and Waterford. | O. Sear | 10 | 1 | " | 36 00 |
| Shippigan and Shippigan Gully. | C. P. Rouselle. | 4 | 12 | " | 30 00 |
| Siegas and Railway Station. | M. Lynch | 1 | 12 | " | 45 00 |
| Silver Beach and Railway Siding. | A. Green | 1 | 4 | " | 18 00 |
| South Bay and Railway Station. | E. Long | 1½ | 12 | " | 12 00 |
| South Nelson and Railway Station. | A. Carrigan | 1 | 18 | " | 47 62 |
| Spruce Lake and Railway Crossing. | M. Watson | 1 | 6 | " | 22 50 |
| Stanley and Railway Station. | W. Waugh. | 6 | 6 | " | 123 75 |
| Stanley and Tay Falls. | L. McKinnon. | 5 | 2 | " | 41 40 |
| Stanley and Woodlands. | M. Reardon | 17 | 2 | " | 99 75 |
| Stickney and Railway Siding. | A. L. Stickney. | 20 ft. | 6 | " | 11 25 |
| Stone Ridge and Railway Station. | L. Brewer | 1 | 12 | " | 15 00 |
| Sussex and Railway Station. | C. Neill | 1 | as req | " | 75 00 |
| Sutton and Railway Station. | W. B. Bonnell. | 1 | 12 | " | 15 00 |
| Tankville and Railway Siding. | B. Steeves. | 1 | 2 | " | 15 00 |
| Tapley's Mills and Railway Crossing. | M. Murray | 1 | 4 | " | 26 25 |
| Taymouth and Railway Station. | W. Munroe. | 1 | 12 | " | 18 18 |
| Tobique River and Railway Siding. | D. Curry | 1 | 3 | " | 15 00 |
| Tracey Station and Railway Station. | O. Tracey | 1 | 12 | " | 30 00 |
| Tracey Station and Traceyville. | A. O. Tracey. | 4 | 1 | " | 18 00 |
| Turgeon and Railway Station. | H. G. Poirier. | 1 | 6 | " | 33 75 |
| Turtle Creek and Railway Station. | V. C. Fillmore. | 1 | 12 | " | 18 75 |
| Upper Brighton and Railway Stn. | J. A. Pearson | 100 yds. | 6 | " | 11 25 |
| Upper Cape and Railway Station. | D. R. Polley | 3 | 3 | " | 46 80 |
| Upper Derby and Railway Station. | F. Parks | 1 | 12 | " | 30 00 |
| Upper Keswick and Railway Station. | C. W. Estey | 1 | 12 | " | 30 00 |
| Upper St. Bazil and Railway Station. | P. Clavette | 1 | 12 | " | 60 00 |
| Utopia and Railway Station | D. Spinney | 1 | 3 | " | 28 12 |
| Waterside and Railway Station | T. H. Stevens | 15 & 13 | 6 | " | 356 25 |
| Waveig and Railway Station. | W. E. Armstrong | 1 | 6 | " | 60 00 |
| Welstord and Railway Station. | H. Johnston | 1 | 18 | " | 90 00 |
| Westfield and Railway Station. | W. H. Jingley. | 1 | 12 & 6 | " | 112 50 |
| Westfield Centre and Railway Siding. | R. T. Ballentine | 1 | 12 | " | 18 75 |
| Williamstown and Woodstock. | A. Gilman | 17 & 15 | 6 | " | 675 00 |
| Wisely and Railway Siding. | J. A. Hayward. | 1½ | 2 | " | 20 50 |
| do do | E. T. Rowan. | 1½ | 2 | " | 13 00 |
| Woodstock and Railway Station. | T. Baker. | 1 | 36 | " | 185 62 |
| Woodstock and Street Letter Boxes. | C. D. Johnston. | 1 | 12 | " | 79 67 |
| Woodstock and Woodstock Rd. Stn. | T. Baker. | 10 | 6 | " | 225 00 |
| Young's Cove Road and Ry. Stn. | L. D. Ferris | 50 yds. | 6 | " | 18 75 |
| Zealand Station and Railway Station. | D. Jewett | 1 | 12 | " | 22 50 |
| <i>Taking Charge of Mails.</i> | | | | | |
| Chatham Junction and Chatham | | | | | |
| Branch Railway | R. Dunbar. | | 9 | " | 18 75 |
| Fredericton Junction. | A. L. Nutter | | 9 | " | 45 00 |
| Norton Station. | W. H. Baxter. | | 9 | " | 78 75 |
| Petitodiac. | W. H. Price. | | 9 | " | 37 50 |
| Point du Chêne. | J. T. White | | | Part of seasons 1906 & '07 | 26 29 |
| Sackville. | W. Carter. | | | 1 month (from Mch. 1, '07) | 51 00 |
| do | A. Phinney. | | | 5 days (to Dec. 19, '06) | 7 50 |
| Vanceboro. | V. J. Woodrow. | | | 4 months (to Oct. 31, '06) | 52 50 |
| do | J. H. O'Brien. | | | 4 " (to ") | 53 00 |
| Total | | | | | 52,240 35 |
| Less amount withdrawn from Guarantee Fund | | | | | 38 50 |
| | | | | | 52,201 85 |

APPENDIX B—Continued.

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, made within the Fiscal Year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|----------------------|------------------------|---------------------------|---------|
| | | | | | 8 cts. |
| Adstock and Robertson Station... | L. Dubreuil.... | 9 | 3 | 9 months..... | 130 50 |
| Agnes and Railway Station, Q.C. | J. Berube..... | 18 $\frac{1}{2}$ | 12 | 9 " | 84 24 |
| do do C.P.R. | do do..... | 18 | 9 | " " | 42 12 |
| Agnes and Woburn..... | L. Lavigne..... | 18 | 3 | 9 " | 169 00 |
| Alain and Railway Station..... | J. Alain..... | 100 yds. | 6 | 9 " | 18 75 |
| Albanel and Doucet..... | P. Doucet..... | 7 | 2 | 7 " (from Sept. 1, '06) | 32 08 |
| Allard and Nouvelle Railway Station..... | J. Keays, jr.... | 2 | 6 | 9 " | 45 00 |
| Allen's Mills and Railway Station. | D. Viri..... | 150 yds. | 6 | 9 " | 23 40 |
| Almaville and Shawenegan..... | J. Vailloux.... | 1 | 6 | 9 " | 90 00 |
| Amqui and Coutural..... | J. A. Couture.. | 5 | 2 | 9 " | 45 00 |
| Amqui and Railway Station..... | L. A. Pouliot.. | 100 yds. | 12 | 9 " | 45 00 |
| Amqui and St. Leon le Grand..... | A. Lebrun..... | 1 | 12 | 9 " | 37 50 |
| Ancienne Lorette and Champigny.. | I. N. Drobet.. | 1 | 6 | 9 " | 37 50 |
| Ancienne Lorette, Quebec and Les Grands Desert..... | J. Cloutier.... | 10 & 3 $\frac{1}{2}$ | 6 & 3 | 9 " | 187 50 |
| Armagh and Marceauville..... | P. Langlois.... | 3 | 3 | 9 " | 26 25 |
| Armagh and St. Philemon..... | P. Roy..... | 9 | 6 | 9 " | 104 25 |
| Armagh and St. Raphael East..... | L. Boulanger.. | 12 | 6 | 9 " | 109 50 |
| Armand and Railway Station..... | P. Moir..... | 2 $\frac{1}{2}$ | 12 | 9 " | 105 00 |
| Armstrong and St. Theophile..... | J. Richard.... | 2 $\frac{1}{2}$ | 6 | 9 " | 75 00 |
| Arthabaska and North Ham..... | Z. Bergevin.. | 22 | 6 | 9 " | 448 50 |
| Arthabaska and Railway Station.. | P. Bergeron.. | 2 $\frac{1}{2}$ | 12 | 9 " | 66 00 |
| Arthabaska and Victoriaville..... | do..... | 2 $\frac{1}{2}$ | 6 | 9 " | 58 50 |
| Ashnapmouctouan and St. Prime.. | C. Garneau.. | 4 | 2 | 9 " | 30 00 |
| Assametquaghan and Mail Catching Post..... | S. Poirier.... | 250 yds. | 6 | 9 " | 22 50 |
| Aston Junction and Railway Station..... | C. Vigneault.. | 15 yds. as req. | 9 | " " | 37 50 |
| Aubert Gallion and St. George Beauce..... | M. G. Pozer.. | 3 | 6 | 9 " | 30 00 |
| Audet and Ferry..... | J. Cote..... | 3 $\frac{3}{4}$ | 3 | 9 " | 93 75 |
| Auvergne and Portneuf Station... | L. Gignac..... | 11 $\frac{1}{2}$ | 6 | 9 " | 168 00 |
| Avignon and L'Immaculie Conception..... | T. C. Gallant.. | 6 | 2 | 9 " | 37 50 |
| Avignon and Matapedia..... | J. Poirier.... | 7 | 6 | 9 " | 187 50 |
| Avignon and St. Francois d'Assises. | R. Poirier.... | 8 | 2 | 9 " | 60 00 |
| Avon and New Ireland..... | A. Pelletier.. | 1 | 3 | 9 " | 30 00 |
| Bagotville and Grand Baie..... | C. Levesque.. | 3 | as req. | Part of season 1906..... | 36 49 |
| Bagotville and Wharf..... | do..... | $\frac{1}{2}$ | as req. | do..... | 18 29 |
| Baie de la Trinite and Cariboo Island..... | J. B. Comeau.. | 7 $\frac{1}{2}$ | as req. | do..... | 49 30 |
| Baie de la Trinite and Pointe des Monts..... | J. A. Fafard.. | 8 $\frac{1}{2}$ | as req. | do..... | 68 00 |
| Baie St. Paul and Clairvaux de Charlevoix..... | J. Guay..... | 7 $\frac{1}{2}$ | 3 | 3 mos. (to Sept. 30, '06) | 14 00 |
| do do do | E. Boivin.... | 7 $\frac{1}{2}$ | 3 | 6 " (from do) | 45 00 |
| Baie St. Paul and Isle aux Coudres. | E. Dufour.... | 9 | 3 | 9 " | 112 50 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--|--------------------|------------------------|------------------------|----------|
| | | | | | \$ cts. |
| Baie St. Paul and La Petite Riviere | | | | | |
| St. Francois | T. Tremblay | 15 | 6 | 9 months | 225 00 |
| Baie St. Paul and Murray Bay | E. Bouchard | 30 | 6 | 9 " | 1,034 00 |
| Baie St. Paul and St. Tite des Caps | L. Tremblay | 26 | 6 | 9 " | 1,069 75 |
| Baie St. Paul and St. Urbain de Charlevoix | T. Tremblay | 9 | 6 | 9 " | 112 50 |
| Baie St. Paul and Wharf | E. Conde | 3 | as req. | Part of Season, 1906 | 86 88 |
| Baillarg-on and Craigs Road Station | D. Paquet-Huot | 3 | 3 | 9 months | 45 00 |
| Baker Brook and Railway Station | A. McLean | 6 | 12 | 9 " | 262 50 |
| Barachois de Malbay and Bridgeville | F. H. Hodgins | 3 | 2 | 4 " (to Oct. 31, '06) | 16 66 |
| do do | do | 3 | 6 | 5 " from " | 62 50 |
| Barachois de Malbay, Belle Anse, Point St. Peter, Grand Pabos, St. Adelaide de Pabos Newport, Newport Point, Port Daniel, Port Daniel East and Port Dan. Centre | Interprovincial Navigation Co. of Canada | 4.3 | 4 | Part of Season 1906 | 168 90 |
| Barachois de Malbay and Vanquelin | F. Blondin | $\frac{1}{2}$ | 2 | 5 mos. (broken period) | 42 00 |
| Batiscan and Railway Station | J. P. Laguerre | $1\frac{1}{2}$ | 18 | 9 " | 93 75 |
| Batiscan and St. Pierre des Becquets | O. Demoras | 3 | 12 & 6 | 9 " | 306 00 |
| Beauce Junction and Ry. Station | V. Bilodeau | 64 yds. | 24 | 9 " | 45 00 |
| Beauce Junction and St. Anges | E. Fontaine | $6\frac{1}{2}$ | 6 | 9 " | 187 50 |
| Beauceville Est and Marhieu | F. X. Lacombe | $5\frac{1}{2}$ | 2 | 9 " | 52 11 |
| Beauceville Est and Riviere des Plantes | A. Raucourt | $3\frac{1}{2}$ | 3 | 9 " | 37 50 |
| Beauceville Ouest and Ry. Station | F. Rodrigue | $5\frac{1}{2}$ | 18 & 24 | 9 " | 76 00 |
| Beaulieu and St. Ferdinand | I. Fortier | 5 | 2 | 9 " | 44 25 |
| Beaulieu and Ste. Famille | P. Pichette | 13 | 3 | 9 " | 135 00 |
| Beaumont and St. Joseph de Levis | F. Turgeon | $6\frac{1}{2}$ | 6 | 3 " (to Sept. 30, '06) | 55 29 |
| do do | F. H. Vien | $6\frac{1}{2}$ | 6 | 6 " from " | 110 00 |
| Beauport and Beauport East | J. Giroux | $1\frac{1}{4}$ | 6 | 9 " | 52 50 |
| Beauport and Laval | W. Brown | $13\frac{1}{2}$ | 6 | 9 " | 168 75 |
| Beauport and St. Fereol | M. Bilodeau | 7 | 6 | 9 " | 93 75 |
| Beaurivage and Parkhurst | N. Brennan | 3 | 6 | 9 " | 67 50 |
| Beausejour and Rimouki | F. Alexander | 4 | 6 | 9 " | 112 50 |
| Beaucour and Ste. Gertrude | P. Pellerion | $10\frac{1}{2}$ | 6 | 9 " | 225 00 |
| Beaucour and St. Gregoire | S. Charon | 9 | 6 | 9 " | 120 00 |
| Beland and Jersey Mills | L. Gendreau | 5 | 3 | 9 " | 56 25 |
| Bennett and Maple Grove | R. Bennett | $4\frac{1}{2}$ | 3 | 9 " | 54 75 |
| Bergerville and Quebec | J. Trudel | 5 | 6 | 9 " | 67 50 |
| Bergerville and Sillery | G. Remillard | 1 | 12 | 9 " | 56 25 |
| Bernadette and St. Nicolas | J. E. Flamaud | $3\frac{1}{2}$ | 3 | 9 " | 40 50 |
| Bersimis and Hamilton Cove | D. Emond | 37 | 2 | 9 " | 875 00 |
| Bersimis and Manicougan | D. Malouin | 30 | 1 | 9 " | 225 00 |
| Bersimis and Pointe des Monts | D. Miller | 99 | as req. | Season of 1906-7 | 1,522 20 |
| Berthier on base and Ry. Station | J. Blais | $2\frac{1}{2}$ | 18 | 9 months | 78 75 |
| Bic and Railway Station | J. Gagnon | 200 yds. | as req. | 9 " | 79 28 |
| Bic and St. Valerien de Rimouski | C. Cimon | $3\frac{1}{2}$ | 6 | 9 " | 73 50 |
| Bishop's Crossing and Dudswell Centre | R. A. Grixton | 2 | 6 | 9 " | 71 25 |
| Bishop's Crossing and Ry. Station | J. R. McFadden | 125 yds. | 12 | 9 " | 37 50 |
| Black Cape and Querry | V. LeBlanc | $4\frac{1}{2}$ | 3 | 9 " | 42 00 |
| Black Cape and Railway Station | H. M. Johnston | 1 | 12 | 9 " | 68 75 |
| Black Lake and Railway Station | A. E. Hudon | 10 yds. | 12 | 9 " | 45 00 |
| Black Lake and Richardville | E. Guirard | 7 | 6 | 9 " | 157 50 |
| Black Lake and St. Ferdinand | J. Drapeau | $15\frac{1}{4}$ | 6 | 9 " | 240 00 |
| Blanchet and St. Lambert de Levis | J. Paquet | $\frac{1}{2}$ | 12 | 9 " | 41 25 |
| Blandford and Goupil | E. Goupil | $4\frac{1}{2}$ | 1 | 9 " | 18 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|--------------------|------------------------|---------------------------------|---------|
| | | | | | ¢ cts. |
| Blandford and Stanfold | A. Després | 6 | 6 | 9 months | 146 04 |
| Blouin and d'Artagnan | N. Kirouac | 3 | 3 | 9 " | 45 00 |
| Boissonnault and Ste. Agathe de Lotbinière | O. Boissonnault | 4 | 3 | 9 " | 48 75 |
| Boivin and St. Elzéar de Beauce | H. Champagne | 3 | 2 | 9 " | 36 00 |
| Bolduc and Railway Station | C. Blais | 15 | 6 | 6 " (to Dec. 31, '06) | 105 90 |
| do do | G. Morissette | 15 | 6 | 3 " from " | 81 25 |
| Bolduc and St. Gedeon de Beauce | H. Poulin | 8 | 6 | 9 " | 133 50 |
| Bonaventure East and Catching Post | E. Bourdages | 1 | 6 | 9 " | 56 79 |
| Bonaventure Island and Percé | G. Aubert | 3 | 3 s. 1 w. | 9 " | 93 75 |
| Bonaventure River and Ry. Station | S. Bernard | 1½ | 12 | 9 " | 112 50 |
| Bonaventure River and Thivierge | L. Forest | 3½ | 3 | 9 " | 55 50 |
| Bourgainville and St. George de Malbay | T. Lepage | 2½ | 2 | 9 " | 26 25 |
| Bourg Louis and Railway Station | P. Russell | 3 | 6 | 9 " | 56 25 |
| Bracken and Inverness | T. McHogge | 6 | 3 | 9 " | 148 75 |
| Breaults Mills and Railway Station | E. Richer | 60 yds. | 12 | 9 " | 11 25 |
| Broadlan's and Catching Post | M. Adams | 100 yds. | 6 | 9 " | 22 50 |
| Broadlands and Kempt Road Hill | J. Jamieson | 5 | 2 | 9 " | 39 00 |
| Broughton Station and Railway Station | A. Fortin | 150 yds. | 12 | 9 " | 37 50 |
| Broughton Station and West Broughton | L. Gingras | 6½ | 6 | 9 " | 81 00 |
| Brownleigh Place and Kingsey Falls | J. Brown | 3 | 3 | 9 " | 37 50 |
| Buckland and St. Damien de Buckland | N. Laflamme | 8 | 6 | 9 " | 108 75 |
| Bulstrode Station and Railway Station | J. N. Blanchet | 208 yds. | 12 | 9 " | 30 00 |
| Bureau du Moulin and Morin | A. Langlois | 3 | 3 | 9 " | 29 25 |
| Cabano and Railway Station | J. Latulippe | 1½ | 12 | 9 " | 75 00 |
| Cacouna and Cacouna South | A. Leveque | 2 | 6 | Season 1906 | 33 00 |
| Cacouna and Railway Station | J. Rioux | 2½ | 36 | 9 months | 132 84 |
| Cahnon and Black Lake Station | T. H. Crabtree | 1¼ | 12 | 9 " | 57 69 |
| Campbell Corner and Inverness | J. Campbell | 2 | 6 | 9 " | 37 50 |
| Campbellton and Cross Point | J. L. McDonald | 1 | 12 | Season 1906 | 50 40 |
| Candiac and Ste. Foye | P. Martel | 4 | 12 | 6 mos. (from Oct. 1, '06) | 87 50 |
| Caplin River and Railway Station | A. Audet | 1 | 12 | 9 " | 112 50 |
| Caplin River and St. Alphonse de Caplin | A. Landry | 8 | 6 | 9 " | 225 00 |
| Cap Madeleine and Trois Rivières | M. Arcand | 5 | 6 | 9 " | 131 25 |
| Cap Rouge and Quebec | J. Trudel | 9 | 6 | 9 " | 131 25 |
| Cap St. Ignace and Railway Station | T. Guimont | ¼ | 18 | 9 " | 67 50 |
| Cap Santé and Les Ecoreuils | I. Godin | 4½ | 6 | 9 " | 148 50 |
| Cap Sante and Portneuf | S. Briere | 5 | 6 | 9 " | 186 00 |
| Carleton Centre and Railway Station | N. Leblanc | 2½ | 12 | 9 " | 102 00 |
| Caron Brook and Railway Station | R. Long | 3 | 6 | 9 " | 105 00 |
| Casault and Railway Station | J. Ouellet | 2 | 3 | 9 " | 30 00 |
| Castlebar and Danville | E. J. Connolly | 6 | 6 | 9 " | 142 50 |
| Causapsal and Railway Station | J. Bouchard | 1½ | 12 | 9 " | 63 75 |
| Cedar Hall and Railway Station | C. Rousseau | ¾ | 12 | 9 " | 45 00 |
| Cedar Hall and Wallace Mills | P. Theriault | 5 | 2 | 9 " | 37 50 |
| Chambord and Railway Station | D. Laforest | 1 | 12 & 14 | 9 " | 87 99 |
| Champigny and Railway Station | L. N. Drolet | 1 | 6 | 9 " | 27 00 |
| Champlain and Railway Station | H. Lamothe | 1½ | 12 | 9 " | 44 25 |
| do do | do | 1½ | 6 | 9 " | 22 11 |
| Charlesbourg and Railway Station | F. X. Renaud | 1 | 24 | 8 " (to Feb. 28, '07) | 66 66 |
| do do | J. Deslauriers | 1 | 24 | 1 " from " | 8 33 |
| Charlesbourg Ouest and Railway Station | F. Jobin | 250 ft. | 18 | 9 " | 37 50 |
| Charney and Railway Station | V. Filteau | 300 yds. | 12 | 4 " (from Dec. 1, '06) | 8 33 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|---------------------------------------|---------|
| Chaudiere Basin and St. Romuald d'Etchemin | A. Couture | 3 | 6 | 9 months | 75 75 |
| Chaudiere Curve and Railway Station | J. E. Routhier | 50 yds. | 12 | 9 " | 30 00 |
| Chaudiere Mills and Railway Station | G. Breakey | 3½ | 6 | 9 " | 74 88 |
| Chaudiere Station and Railway Station | C. F. Coleman | 300 yds. | 12 | 9 " | 45 00 |
| Chaumont and St. Agapit | F. Rousseau | 3 | 3 | 9 " | 36 75 |
| Chemin Taché, Viger and St. Francois de Viger | A. Desbiens | 6 & 12 | 4 & 2 | 9 " | 218 75 |
| Chicoutimi and Chicoutimi Ouest | E. Belley | 1½ | 12 | 9 " | 75 00 |
| Chicoutimi and Grande Baie | A. Gobeil | 13 | 6 | 6 " (to Dec. 31, '06) | 219 10 |
| do do | J. Leveque | 13 | 6 | 3 " from " | 117 00 |
| Chicoutimi and Laterriere | L. Maltais | 9½ | 6 | 9 " | 209 25 |
| Chicoutimi and Railway Station | T. Desbiens | 1 | 13 | 9 " | 154 80 |
| Chitoutimi and Riviere du Moulin | T. Villeneuve | as req. | 9 | 9 " | 15 60 |
| Chicoutimi and Tremblay | L. Boucher | 2½ | 13 | 9 " | 186 75 |
| Chicoutimi and Wharf | T. Desbiens | as req. | 3 | Season 1906 | 47 00 |
| Chlorydormes and Fox River | J. B. Pelletier | 26 | 2 | 6 months (to Dec. 31, '06) | 200 00 |
| do do | A. Dugas | 30 | 3 | 3 " from " | 218 75 |
| Chlorydormes and Petite Madeleine | J. A. Gagnon | 25 | 2 | 6 months (to Dec. 31, '06) less fine | 218 00 |
| do do | M. Richard | 26 | 3 | 3 mos. (from Dec. 31, '06) | 250 00 |
| Chrysotile and Coleraine Station | J. Philippe | 5 | 6 | 9 " | 75 00 |
| Chute Peribonca and Peribonca | L. Brossard | 9 | 3 | 4 " & 15 days (to Feb. 15, '07) | 125 00 |
| do do | J. Bouchard | 9 | 3 | 1 month & 13 days (from Feb. 15, '07) | 24 99 |
| Chute Peribonca and Taillon | L. Neron | 7 | 2 & 3 | 9 months | 100 00 |
| Clair and Railway Station | J. Lang | 610 ft. | 12 | 9 " | 43 50 |
| Clapham and Hill Crest | R. Kerr | 3½ | 2 | 9 " | 26 25 |
| Clapham and Inverness | A. J. Porter | 13½ | 3 | 9 " | 287 00 |
| Clapham and Janieson | R. J. Forbes | 2 | 3 | 9 " | 36 00 |
| Colbert and St. Raymond | C. Pare | 3 | 2 | 9 " | 39 00 |
| Coleraine Station and Ry. Station | J. Roberge | 67 yds. | 12 | 9 " & arrears | 70 10 |
| Coleraine Station and Wolfstown | A. Rouleau | 9 | 6 | 9 " | 202 50 |
| Connor and Railway Station | P. Boucher | ½ | 12 | 9 " | 23 25 |
| Cococceache and La Tuque | W. Skene | 48 | 1 | 9 " | 187 00 |
| Copperfield and West Broughton | P. Landry | 2½ | 3 | 9 " | 36 75 |
| Corris and Railway Station | J. U. Messier | 100 ft. | 12 | 9 " | 18 75 |
| Cote's Mills and St. Fortunat | L. Lemay | 2½ | 3 | 9 " | 36 75 |
| Craigs Road Station and Railway Station | N. Fournier | 10 yds. | 12 | 9 " | 18 00 |
| Crockett and Railway Station | P. Berube | 50 yds. | 6 | 9 " | 18 75 |
| Culdaff and St. Joseph Beauce | A. O'Brien | 14 | 6 | 3 " (to Sept. 30, '06) | 110 00 |
| do do | A. Lessard | 14 | 6 | 6 " from " | 220 00 |
| Cumberland Mills and River Gilbert | T. J. Taylor | 8 | 1 | 9 " | 41 25 |
| Danville and Pinnacle | M. Beauchesne | 7 | 3 | 9 " | 45 00 |
| Danville and Railway Station | E. J. Connolly | 3½ | 24 | 9 " | 41 25 |
| Dauville and St. Camille | do | 17 | 6 | 9 " | 344 00 |
| D'Artagnan and St. Henri de Levis | V. Bolduc | 1 | 6 | 9 " | 45 00 |
| Davelneyville and Railway Station | A. Davelney | ½ | 18 | 9 " | 112 50 |
| Delagrave and St. Pierre Railway Station | P. Letourneau | 12½ | 12 | 9 " | 22 50 |
| Delisle and St. Joseph d'Alma | E. Renand | 12½ | 6 | 9 " | 164 25 |
| Delisle and Taillon | F. Larouche | 12 | 4 | 9 " | 144 72 |
| Demeules and St. Felicien | A. Ward | 2 | 6 | 6 " (to Dec. 31, '06) | 30 00 |
| do do | P. Jalbert | 2 | 6 | 3 " from " | 22 50 |
| Denison's Mills and Richmond | N. Ward | 8 | 3 | 9 " | 111 00 |
| Dequen and Railway Station | E. Bilodeau | 1 | 12 | 9 " | 74 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|---------------------------------|----------|
| Deschaillons and Frontenac | J. B. Fortier | 9½ | 6 | 9 months | 123 75 |
| Deschaillons and Gently | D. Delisle | 16 | 6 | 9 " | 262 50 |
| Deschaillons and Lotbinière | J. Gailloux | 10 | 6 | 9 " | 236 25 |
| Deschambault and Railway Station | A. Perrault | 2½ | 18 | 9 " | 43 75 |
| D'Israeli and Railway Station | J. D. Adam | 120 yds. | 12 | 9 " | 36 00 |
| D'Israeli and St. Fortunat | L. Lemay | 13 | 6 | 9 " | 270 00 |
| Douglstown and Douglas West | C. Rooney | 2½ | 2 | 9 " | 21 00 |
| East Broughton and Railway Stn. | J. Vallee | 1½ | 12 | 9 " | 67 50 |
| Edmundson and Railway Station | F. Hebert | 12 | 9 | 9 " | 60 00 |
| East Magdala and Ste. Anastasie | L. Jeffrey | 5½ | 1 | 9 " | 48 00 |
| Elgin Road and Railway Station | S. Duval | 1 | 3 | 9 " | 26 25 |
| Erle and St. Adolphe de Dudswell | J. Ouellet | 4 | 3 | 9 " | 116 25 |
| Escuminac and Fleurant | D. Campbell | 8 | 1 | 9 " | 27 00 |
| Escuminac and Mail Catching Post | D. Glover | 85 yds. | 12 | 9 " | 51 00 |
| Escuminac Flats and Rv. Station | S. Pike, Sr. | 2 | 6 | 9 " | 69 79 |
| Esquimaux Point and Moisie | G. Flowers | 121 | 10 | Season 1906-'07 | 766 00 |
| Esquimaux Point and Natashquan | G. Curbis | 100 | 6 | Season 1906-'07 | 250 00 |
| Father Point and Railway Station | M. Beaudet | 23 | 12 & 24 | 9 months | 123 89 |
| Fauvel and Railway Station | G. Marsh | 1 | 6 | 9 " | 37 50 |
| Fir Grove and St. Odilon | A. Ferland | 5 | 6 | 6 " (to Dec. 31, '06) | 70 00 |
| do do | H. A. Lessard | 5 | 6 | 3 " from " | 25 00 |
| Fox River and Grande Grève | A. Samuel | 20 | 3 | 8 " (to Feb. 28, '07) | 233 33 |
| do do | H. Symett | 20 | 6 | 1 month from " | 66 66 |
| Frampton and Mount Robson | F. Hince | 6 | 2 | 9 months | 45 00 |
| Frampton and Ste. Henedine | J. Audet | 13 | 6 | 9 " | 187 50 |
| Frampton and Springbrook | W. Miller | 4 | 3 | 9 " | 44 25 |
| French Village and Richmond | F. H. Decoteau | 15 | 6 | 3 " and 28 d. (to Oct. 28, '06) | 97 82 |
| do do | E. Desroches | 15 | 6 | 5 " 3 d. from " | 168 71 |
| Gagné and Maria | A. LeBlanc | 3 | 6 | 9 " | 73 50 |
| Garneau Junction and Railway Stn. | J. Bordeleau | 200 yds. | 12 | 9 " | 15 00 |
| Garthby Station and Garthby West | A. Grenier | 3 | 2 | 9 " | 36 00 |
| Garthby Station and Railway Stn. | T. Jacques | 200 yds. | 12 | 9 " | 45 00 |
| Garthby Station and Vezina Corner | A. Coulombe | 8 | 1 | 9 " | 37 50 |
| Gaspé and Gaspé Bay South | C. F. Eden | 4½ | 3 | 9 " | 56 25 |
| Gaspé and Grande Grève | T. J. Miller | 15 | 6 | 9 " | 552 75 |
| Gaspé and Percé | M. J. Funlong | 36 | 6 | 9 " (less fines) | 2,292 75 |
| Gaspé and Rosebridge | J. Stanley | 11 | 3 | 9 " | 84 36 |
| Gaspé and Sandy Beach Centre | X. Morin | 2½ | 1 | 27 trips | 18 75 |
| Gaspé and Sunny Bank | G. F. Patterson | 7 | 3 | 9 months | 60 00 |
| Gently and Three Rivers | T. L. Poisson | 16 | 6 | 9 " | 277 25 |
| Gingras and St. Antoine, Lotbinière | L. Rogers | 3 | 3 | 9 " | 30 00 |
| Glen Lloyd and Glen Murray | H. A. Plummer | 4 | 3 | 9 " | 87 75 |
| Gosford and St. Raymond | C. Moisan | 2 | 2 | 9 " | 30 00 |
| Grand Cascapedia and Cascapedia Station | R. Robertson | 60 yds. | 12 | 9 " | 54 00 |
| Grande Baie and La Descente des Femmes | F. Boulianne | 18 | 1 | 9 " | 50 00 |
| Grande Baie, L'Anse St. Jean and Steamer Landing | R. Gagnon | 54½ | 3w&4s | 9 " | 340 00 |
| Grande Baie and Otis | P. Potvin | 15 | 2 | Season 1906 | 42 86 |
| Grandes Piles and La Tuque | P. Chandonnet | 72½ | 1 | 9 months | 468 75 |
| Grandes Piles and Lac La Pêche | W. H. Parker | 10 | 6 | Season 1906 | 150 00 |
| Grandes Piles and Railway Station | H. F. Crête | ½ | 12 | 9 months | 37 50 |
| Grandes Piles and St. Jean des Piles | U. Nault | ½ | 6 | Season 1906-'07 | 62 50 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--------------------------|--------------------|------------------------|------------------------------|---------|
| | | | | | \$ cts. |
| Grandes Piles, Rivière Makinac and St. Joseph de Makinac | A. Gagnon | 15 & 10 | 1 | 9 months | 120 00 |
| Grand Fond and Murray Bay | J. Otis | 8 | 1 | 9 " | 28 11 |
| Grand Mère and Grand Mère Village | Laurentide Pulp Co | 1 | 6 | 9 " | 23 40 |
| Grand Mère and Lac à la Tortue Railway Station | do do | 2½ | 12 | 9 " | 90 00 |
| Grand Mère and Railway Station, G.N. | do do | 1 | 12 | 9 " | 70 20 |
| Grand Metis, Metis Point and Campbell House | A. Dufour | 6 | 6 | Season 1906 | 82 50 |
| Grand Metis and Railway Station | F. Chamberland | 3 | 12 | 9 months | 163 20 |
| Grand Pabos and Grand Pabos, Ouest | J. Roy | 2 | 2 | 3 " (from Jan. 1, '07) | 13 00 |
| Grand Rang and St. Abdon | O. Roy | 4½ | 1 | 9 " | 26 25 |
| Green River, Railway Station and Rivière du Loup | L. Desrosiers | 3½ | 6 | 9 " | 111 75 |
| Grenier and St. Elzéar de Beauce | A. Grenier | 4½ | 2 | 9 " | 26 25 |
| Grondines and Grondines East | E. Courteau | 3 | 6 | 3 " (to Sept. 30, '06) | 7 50 |
| do do | O. Delisle | 3 | 6 | 2 " (to Nov. 30, '06) | 16 96 |
| do do | Z. Hamelin | 3 | 6 | 4 " from " | 30 00 |
| Grondines and Portelance | A. Portelance | 2½ | 2 | 9 " | 18 75 |
| Grondines and Railway Station | L. Perron | 3½ | 18 | 6 " (to Dec. 31, '06) | 147 50 |
| do do | J. Letellier | 3½ | 18 | 3 " from " | 72 50 |
| Guay and Levis | J. Verreault | ½ | 13 & 19 | 9 " | 56 25 |
| Hadlow Cove and Railway Station | L. Samson | 200 yds. | 18 | 9 " | 60 00 |
| Hadlow Cove and St. David de Levis | N. Begin | 1 | 12 | 9 " | 60 00 |
| Hamilton Cove and Les Escoumains | P. Bouchard | 27½ | 3 | 9 " | 267 00 |
| Hauteur and St. Gabriel de Rimouski | J. B. Dubé | 6 | 2 | 9 " | 33 00 |
| Hebertville and Lac Sec | L. Pelote | 9 | 3 | 9 " | 87 63 |
| Hebert and Main Post Road | A. Hebert | 2 | 3 | 9 " | 37 50 |
| Hebertville and Railway Station | A. Tremblay | 3½ | 12 | 9 " | 71 25 |
| Henderson's Vale and Millfield | F. Little | 5 | 2 | 9 " | 33 75 |
| Heronville and Railway Station | N. Roberge | 200 yds. | as req. | 9 " | 45 00 |
| Hocquart and St. Clement | A. Ouellet | 8 | 6 | 9 " | 150 00 |
| Honfleur and St. Anselme | J. Fournier | 6 | 4 & 6 | 9 " | 90 48 |
| Indian Lorette and Lake St. Charles | F. Auclair | 3 | 3 | 9 " | 75 00 |
| Inverness and Ste. Julie Station | O. Lapointe | 11 | 7 | 9 " | 150 00 |
| Inverness and Woodside | G. Henderson | 13½ | 3 | 9 " | 120 00 |
| Isle aux Coudres and La Baleine | V. Perron | 4 | 3 | 9 " | 33 75 |
| Isle aux Coudres and Pointe des Roches | E. Dupuis | 5 | 3 | 9 " | 41 25 |
| Isle aux Grues and Montmagny | J. Lebel | 6 | 3 | 3 " (to Sept. 30, '06) | 74 75 |
| do do | N. Lebel | 6 | 3 | 6 " from " | 151 50 |
| Isle Verte and Notre Dame de l'Isle Verte | G. Marquis | 6 | 2 | 9 " | 112 50 |
| Isle Verte and Railway Station | G. Ouellet | 1 | 24 & 26 | 9 " | 133 76 |
| Isle Verte and St. Paul de la Croix | J. Côté | 10 | 4 | 9 " | 144 00 |
| Ivry and Notre Dame du Lac | B. Leclere | 1½ | 12 | 9 " | 54 00 |
| Jetté and Railway Station | N. Beauchemin | 6½ | 6 | 9 " | 97 50 |
| Jonquières and Railway Station | E. Gagnon | ½ | 12 | 9 " | 70 65 |
| Jonquières and St. Cyriac | N. Potvin | 10 | 2 | 9 " | 78 00 |
| Julien and Mail Catching Post | F. Julien | 2½ | 6 | 9 " | 39 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|----------------------|------------------------|-----------------------------|---------|
| | | | | | 8 cts. |
| Kamouraska and Railway Station.. | G. Langlais..... | 5 | 12 | 9 months..... | 243 75 |
| Kempt Station and Mail Catching Post..... | T. Theriault..... | 250 yds. | 6 | 9 "..... | 18 75 |
| Kenogami and Railway Station.... | W. Larouche..... | 20 yds. | 6 | 9 "..... | 7 50 |
| King's Corners and Kinnear's Mills | B. G. King..... | 4 | 2 | 9 "..... | 52 50 |
| Kingsey Falls and Lorne..... | G. Bouton..... | 4 | 12 | 9 "..... | 130 86 |
| Kingsey Falls and Robson..... | O. Blake..... | 9 | 2 | 9 "..... | 60 00 |
| Kinnear's Mills and Robertson Stn. | R. H. Scott..... | 11 | 6 | 9 "..... | 282 50 |
| Kiskissink and Railway Station.... | N. Simoneau..... | $\frac{1}{4}$ | as req. | 9 "..... | 37 50 |
| La Barre and Railway Station..... | T. Lavoie..... | 300 yds. | 12 | 9 "..... | 18 75 |
| Lac à la Tortue and Proulxville.... | L. Masicotte.... | 10 | 6 | 9 "..... | 112 50 |
| Lac à la Tortue and Railway Stn.... | A. Bunelle..... | $\frac{1}{2}$ | 12 | 9 "..... | 37 50 |
| Lac à Laurent and L'Anse au Foin | A. Larouche..... | 9 | 1 | 9 "..... | 39 00 |
| Lac au Sable and Lac au Sable Stn. | J. Frenette..... | $\frac{5}{8}$ | 12 | 9 "..... | 37 50 |
| Lac au Sable Station and Ry. Stn.... | F. X. Lavoie.... | 500 ft. | 12 | 9 "..... | 30 00 |
| Lac au Saumon and Railway Stn.... | L. St. Laurent.. | 25 yds. | 12 | 9 "..... | 27 00 |
| Lac Bouchette and Railway Station | J. Potvin..... | 1 | 12 | 9 "..... | 60 00 |
| Lac Claire and Tremblay..... | J. Boullianne.. | 18 | 1 | 9 "..... | 41 25 |
| Lac des Commissaires and Ry. Stn. | L. Montreuil.... | $\frac{1}{2}$ | 1 | 9 "..... | 26 25 |
| Lachevrotière and Lotbinière..... | A. Arcand..... | $\frac{5}{8}$ | 6 | 7 " (to Jan. 31, '07). | 273 25 |
| do do..... | J. de Villers.... | $\frac{5}{8}$ | 6 | 2 " from " | 100 00 |
| Lachevrotière and Railway Station | J. Sauvageau.... | $\frac{1}{4}$ | 12 | 8 " (to Feb. 28, '07) | 71 25 |
| do do..... | G. Trottier..... | $\frac{1}{4}$ | 6 | 1 " from " | 4 00 |
| Lac St. Joseph and Railway Station | L. Piché..... | 100 yds. | 12 | 9 "..... | 26 25 |
| La Decharge and Tremblay..... | G. Nepton..... | 21 | 2 & 3 | 9 "..... | 211 77 |
| Lagacé and Matapédia..... | P. Lagacé..... | 4 | 3 | 9 "..... | 56 25 |
| Lagacé and St. Andre de Restigouche | L. Leblanc..... | 4 | 3 | 9 "..... | 84 36 |
| Lake Aylmer and Lake Weedon..... | A. Proteau..... | 12 | 6 | 9 "..... | 147 75 |
| Lake Beauport and Quebec..... | E. Brown..... | 13 | 2 | 9 "..... | 133 15 |
| Lake Edward and Railway Station | A. J. Turner..... | $\frac{1}{2}$ | 12 | 9 "..... | 75 30 |
| Lake Etchemin and Langevin..... | A. Brochu..... | 10 | 6 | 9 "..... | 144 00 |
| Lake Etchemin and Standon..... | F. Hebert..... | 10 | 6 | 9 "..... | 225 00 |
| Lake View House, Lake St. Joseph and Railway Station..... | C. White..... | 2 $\frac{1}{2}$ & 3 | 12 | Season 1906..... | 25 00 |
| Lake Weedon and Railway Station | R. Fortin..... | 60 yds. | 12 | 9 months..... | 30 00 |
| Lamartine, St. Cyrille de l'Islet and Railway Station..... | C. Normand.... | 24 & 5 $\frac{1}{2}$ | 6 | 9 "..... | 211 98 |
| Lambton and Railway Station..... | L. Langlois.... | 7 $\frac{3}{4}$ | 12 | 9 "..... | 159 00 |
| L'Anse à Giles and Railway Stn.... | O. Langelier.... | 2 | 6 | 9 "..... | 42 00 |
| L'Anse à Giles Stn. and Ry. Stn.... | T. Theberge.... | $\frac{1}{3}$ | 6 | 6 " (from Oct. 1, '06) | 25 00 |
| L'Anse au Foin and Rivière au Moulin..... | E. Tremblay.... | 3 | 6 | 3 " (to Sept. 30, '06). | 40 00 |
| do do..... | H. Tremblay.... | 3 | 6 | 6 " from " | 149 00 |
| L'Anse St. Jean and Petit Saguenay | T. Bouchard.... | 12 | 1 & 2 | 9 "..... | 75 00 |
| La Renadière and St. Pierre Montmagny | P. Lee..... | 2 $\frac{1}{2}$ | 6 | 9 "..... | 37 50 |
| Larochelle and St. Norbert d'Arthabaska | T. Boulanger.... | 4 | 3 | 9 "..... | 67 50 |
| La Tuque Junction and Ry. Stn.... | J. Paquet..... | 100 ft. | 12 | 9 "..... | 15 00 |
| Laurièreville and Railway Station | P. Lapointe.... | 1 $\frac{1}{2}$ | 6 | Season 1906..... | 19 75 |
| LeBras and Railway Station..... | M. Bolduc..... | 1 | 12 | 9 months..... | 18 75 |
| Leeds Village and Lomesurier..... | W. C. Ross..... | 5 | 3 | 9 "..... | 67 11 |
| Leeds Village and Lyster Station.... | A. H. Majanry.. | 17 | 6 | 9 "..... | 408 00 |
| Leeds Village and Wilson's Mills.. | H. McCutcheon.. | 2 $\frac{3}{4}$ | 6 | 9 "..... | 75 00 |
| Lemieux and Railway Station..... | J. B. Beaudet.. | 156 ft. | 12 | 9 "..... | 15 00 |
| Les Eboulements and St. Hilarion.. | O. Tremblay.... | 8 | 6 | 9 "..... | 168 00 |
| Les Eboulements and Wharf..... | E. Tremblay.... | 5 | as req. | Part of season 1906..... | 222 59 |
| Les Escoumains and Tadoussac.... | F. Brisson..... | 27 | 4 | 6 mos. (to Dec. 31, '06)... | 250 09 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|--------------------|------------------------|---|---------|
| | | | | | 8 cts. |
| Les Escoumains and Tadouac. | A. Girard | 27 | 4 | 3 mos. from Dec. 31, '06. | 147 50 |
| Lessard and St. Elzear de Beauce. | N. Langlois | $\frac{1}{2}$ | 6 | 9 " | 25 50 |
| Levis, Branch Post Office and Street Letter Boxes | X. Guay | | as req. | 9 " | 225 00 |
| Levis and Railway Station | A. Ouellet | | as req. | 9 " | 108 00 |
| do do | G. Chamberlain | | " | 9 " | 112 50 |
| Levis, St. Joseph de Levis and Street Letter Box | Levis County Railway | 3 | 18 | 9 " | 217 50 |
| Lime Ridge and St. Adolphe de Dudswell. | J. Ouellet | 1 | 6 | 9 " | 45 00 |
| Limoulin and Railway Station | H. Talbot | 1250 yds. | 24 | 9 " | 90 00 |
| Limière, Metgermette and St. Zacharie | J. Boily | $9\frac{1}{2}$ -4 | 6 & 3 | 9 " | 223 86 |
| Limière and Railway Station | do | $18\frac{1}{2}$ | 6 | 5 " and 16 days (to Dec. 16, '06) | 229 61 |
| Limière and St. George East | do | | 3 | " and 15 dys. (from Dec. 16, '06) | 72 69 |
| Limière and U.S. Boundary Line | G. Rhéaume | 21 $\frac{1}{2}$ | 6 & 3 | 9 " | 236 25 |
| L'Islet and Railway Station | A. Leclerc | $2\frac{1}{2}$ | 18 | 9 " | 206 25 |
| L'Islet Station and Railway Station | C. Gagnon | $4\frac{1}{2}$ | 6 | 9 " | 23 40 |
| Little Metis and Railway Station | D. Tuggey | 6 | 13 & 6 | Season 1906 | 99 06 |
| Little River East and St. Isidore de Gaspé | S. Lancup | 5 | 1 | 9 " | 37 50 |
| do do | A. Marquis | 5 | 1 | 9 " | 37 50 |
| Lorette and Railway Station | J. B. Linteau | $2\frac{1}{2}$ | 18 | 9 " | 75 00 |
| Lorne and Railway Station | C. E. Pope | 200 yds. | 12 | 9 " | 51 00 |
| Lotbinière and Rivière Bois Claire | P. Belanger | 8 | 6 | 9 " | 198 00 |
| Lotbinière and Ste. Croix | M. Laliberté | 14 | 6 | 9 " | 281 25 |
| Lourdes and Plessisville | F. Bouchard | $9\frac{1}{2}$ | 6 | 9 " | 115 50 |
| Lourdes du Blanc Sablon and Natashquan | J. Hébert | 271 | 4 | Season 1906-07 | 400 00 |
| Lourdes du Blanc Sablon and Sablon | J. V. Legresley | 3 | 1 | 9 months | 9 36 |
| Lower Island and Thetford Mines | J. Bullard | $12\frac{1}{2}$ | 2 | 9 " | 74 88 |
| Manceau and Railway Station | J. B. Laferté | 500 ft. | 12 | 9 " | 30 35 |
| do do | J. B. W. Girouard | | | Compensation for cancellation of contract | 2 91 |
| Marcel and St. Godfroi | L. Huard | $5\frac{1}{2}$ | 3 | 9 months | 42 75 |
| Maria and Maria Railway Station | A. LeBlanc | | 12 | 9 " | 54 00 |
| Maria Cape and Mail Catching Post | B. De-grace | | 12 | 9 " | 60 00 |
| Maria East and Irishtown Railway Station | L. Thibodeau | $1\frac{1}{3}$ | 12 | 9 " | 30 30 |
| Matane and Railway Station | T. Gagné | $3\frac{1}{2}$ | 6 | 9 " | 487 50 |
| Matane and Ste. Anne de Monts | A. Verreault | 57 | 3 | 9 " | 748 34 |
| Matane and Ste. Felicité | L. Turcotte | 9 | 3 | 3 " (to Sept. 30, '06) | 21 25 |
| do do | T. Le-francois | 9 | 3 | 6 " from " | 57 00 |
| Matane and St. Luc de Matane | F. Imbeau | 7 | 3 | 9 " | 58 50 |
| Matapedia and Railway Station | E. Doiron | 200 yds. | 12 | 9 " | 135 00 |
| Matapedia and Rumnymede | J. Lawlor | 12 | 1 & 2 | 9 " | 90 23 |
| Mercier and Notre Dame du Rosaire | P. Morin | 6 | 6 | 9 " | 118 50 |
| Metabeouchan and Railway Station | E. Singlais | 4 | 12 | 9 " | 84 42 |
| Metabeouchan and St. Hilaire du Lac St. Jean | A. Michaud | 13 $\frac{1}{2}$ | 2 | 9 " | 90 00 |
| Methots Mills and St. Agathe | A. Payeur | 8 | 6 | 9 " | 133 50 |
| Miguasha and St. Jean Evangeliste | A. Labilloy | 3 | 1 & 2 | 9 " | 63 33 |
| Miguasha West and St. Jean Evangeliste | M. Norton | 4 | 1 | 9 " | 22 50 |
| Miguick and Miguick Railway Stn. | J. Boisselle | 10 yds. | 3 | 3 " (to Sept. 30, '06) | 3 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|----------------------------------|----------|
| | | | | | 8 cts. |
| Millstream and Railway Station | J. F. McDonald | 30 ft. | 6 | 9 months | 22 50 |
| Mistassini and Normandin | S. Guimant | 20 | 3 | 9 " | 206 25 |
| Mistassini and Peribonca | J. Girard | 20 | 2 | 3 " (to Sept. 30, '06) | 40 00 |
| Moiie and Pte des Monts | L. Langlois | 121 | 10 | Season 1906-07 | 975 78 |
| Moisie and Seven Islands | do | | | Special trips | 16 50 |
| Montagne Ronde and Tring Junction | E. Lagneux | 5 | 2 | 9 " | 30 00 |
| Montauban and Railway Station | J. Rousselle | 1 | 12 | 9 " | 36 75 |
| Mont Carmel and Railway Station | A. Langelier | 3 | 12 | 9 " | 102 00 |
| Montmagny and Railway Station | A. Gamache | 1 | 12 | 9 " | 54 00 |
| do do | do | 1 | 12 | 9 " | 52 50 |
| Montmagny and Rocher de la Chapelle | J. C. LeBrun | 3 | 3 | 9 " | 37 50 |
| Morigeau and St. François de Montmagny Railway Station | O. Tremblay | 2 | 12 | 9 " | 60 00 |
| Moulin Desbiens and Railway Stn. | M. Boivin | 200 yds | 6 | 9 " | 45 00 |
| Moulin Dubois and Main Post Road | F. Simoneau | 1 | 6 | 9 " | 18 75 |
| Moulin Fontaine and Weedon Stn. | N. Gagnon | 5 | 3 | 9 " | 63 75 |
| Moulin Migueault and Railway Stn. | O. Migueault | 75 yds. | 6 | 9 " | 18 75 |
| Moulin Tetu and St. Agapit | J. Gosselin | 3 | 6 | 9 " | 73 50 |
| Mount Murray and Murray Bay | O. Duchesne | 5 | 14 | Season 1906 | 115 50 |
| Mulock and Catching Post | E. F. Roy | 60 ft. | 6 | 3 mos. (to Sept. 30, '06) | 3 75 |
| Murray Bay and St. Agnes de Charlevoix | J. Gaudreault | 9 | 6 | 9 " | 175 50 |
| Murray Bay and St. Simeon | F. Tremblay | 20 | 6 | 9 " (Less fine) | 275 75 |
| Murray Bay and Wharf | L. Trudel | 3 | as req. | 9 " | 368 10 |
| New Armagh and St. Sylvester West | J. Machell | 4 | 3 | 9 " | 39 00 |
| Newbois and Scott Junction | P. Delage | 11½ | 6 | 9 " | 225 00 |
| New Liverpool and St. Romuald d'Etchemin | G. Cadorette | 2 | 12 | 3 " (to Sept. 30, '06) | 33 75 |
| New Liverpool and St. Romuald d'Etchemin | H. McReady | 2 | 12 | 6 " from " | 67 50 |
| Newport Point and Paspebiac | A. Grenier | 34 | 6 | 9 " | 1,497 50 |
| Newport Point and Percé | A. Langlois | 34 | 6 | 9 " (Less fines) | 1,449 50 |
| New Richmond and New Richmond Centre | W. McColem | 3½ | 2 | 9 " | 56 25 |
| New Richmond and Railway Stn. | J. Brash | 4 | 12 | 8 " and 3 days (to Mar. 3, '07). | 176 74 |
| do do | J. Cyr | 4 | 12 | 28 days from " | 23 18 |
| Nicolet and Railway Station | P. Houle | ¾ | 12 | 9 " | 54 75 |
| Nicolet and St. Gregoire | J. Page | 8 | 12 | 9 " | 0 72 |
| Normandin and St. Felicien | T. Larouche | 21 | 6 | 9 " | 370 50 |
| North Ham and Vezina Corner | L. Juneau | 8 | 1 | 9 " | 55 50 |
| North Wolfstown and Wolfstown | D. Larkin | 3 | 3 | 9 " | 41 25 |
| Nouvelle and Catching Post | J. Keays | ¼ | 12 | 9 " | 45 00 |
| Notre Dame de Rimouski and Railway Station | A. Parent | ½ | 12 | 9 " | 56 25 |
| Notre Dame du Lac and Railway Station | E. Cloutier | 1½ | 12 | 9 " | 129 00 |
| Notre Dame du Lac and St. Eusebe | J. St. Pierre | 8 | 3 | 9 " | 90 00 |
| Notre Dame du Portage and Railway Station | E. Michaud | 7 | 6 | 9 " | 147 75 |
| Notre Dame du Portage and St. Patrick | M. Pelletier | 3 | 6 | Season 1906 | 26 40 |
| Oak Bay Mills and By. Station | J. D. Sowerby | 150 yds. | 12 | 9 months | 56 25 |
| O'Farrell and St. Malachie | P. O'Farrell | 5 | 3 | 9 " | 56 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------------------|--------------------|------------------------|--|----------|
| | | | | | \$ cts. |
| Old Lake Road and Railway Station | A. Belanger | $\frac{1}{2}$ | 6 | 9 months | 45 00 |
| Ouatouchouan and Railway Station | P. Desbiens | | 6 | 9 " | 46 80 |
| Panet and St. Magloire | J. Bilodeau | 9 | 3 | 9 " | 93 75 |
| Paspébiac and New Carlisle | A. Grenier | 4 | 6 | 9 " | 227 25 |
| Pelletier's Mills and Ry. Station | J. H. Pelletier | 4 | 6 | 9 " | 127 50 |
| Penticost River and Pointe aux Anglais | L. Langlois | 1 | as req. | Season 1906 | 45 00 |
| Peribonca and Petite Peribonca | J. Bouchard | 4 | 2 | 6 mos. (from Oct. 1, '06) | 48 10 |
| Perthuis and Railway Station | C. J. Godin | 50 ft. | 12 | 9 " | 37 50 |
| Petit Bonaventure and Catching Post | J. Gallagher | 1 | 6 | 9 " | 22 43 |
| Petite Madeleine and Rivière à Claude | L. Lemieux | 28 | 3 | 3 " (from Jan. 1, '07) | 156 25 |
| Petite Madeleine and Ste. Anne des Monts | A. Servant | 56 | 2 | 6 " (to Dec. 31, '06, and one month for compensation of cancella- tion of contract; less fine) | 450 08 |
| Petit Saguenay and St. Stanislas de Chicoutimi | J. de Gagne | 6 | 1 | 2 months (to Aug. 31, '06) | 15 00 |
| Petit Village and St. Ephrem de Tring | W. Pomerleau | $2\frac{1}{2}$ | 3 | 9 " | 62 50 |
| Pintenore and St. Henri Station | J. Carrier | 2 | 3 | 9 " | 69 00 |
| Plessisville, Letter Box and Rail- way Station | F. Boule | $1\frac{1}{2}$ | 12 & 6 | 9 " | 75 00 |
| Plessisville and St. Ferdinand | T. Huard | $15\frac{1}{2}$ | 6 | 9 " | 260 25 |
| Plessisville and St. Pierre Baptiste | C. Boulanger | $11\frac{1}{2}$ | 6 | 9 " | 235 20 |
| Pointe à la Garde and Ry. Station | J. G. Fair | $\frac{1}{2}$ | 6 | 4 " (to Oct. 31, '06) | 17 33 |
| do do | J. Fair | $\frac{1}{3}$ | 6 | 5 " from " | 33 33 |
| Pointe aux Orignaux and Rivière Ouelle | A. Michaud | 5 | 12 & 6 | 9 " | 71 25 |
| Pointe aux Trembles and Pointe aux Trembles Ouest | A. Morissette | 3 | 3 | 9 " | 30 00 |
| Pointe aux Trembles and Ry. Station | H. Beland | $10\frac{1}{2}$ | 6 | 9 " | 150 00 |
| Pointe Blue and Roberval | W. Connolly | 5 | 3 | 9 " | 82 50 |
| Pointe des Monts and Cariboo Islands | P. Z. Comeau | | | Special trip | 2 50 |
| Point de la Moreau and Portneuf Station | A. Gauthier | 2 | 3 | 9 months | 45 00 |
| Pont Rouge and Railway Station | E. Godin | $\frac{2}{3}$ | as req. | 9 " | 103 50 |
| Portneuf and Railway Station | S. Briere | 1 | 12 | 9 " | 55 50 |
| do do | do | 1 | 6 | 9 " | 27 75 |
| Precieux Sang and Ry. Station | O. Prince | $3\frac{1}{2}$ | 6 | 9 " | 60 00 |
| Price and St. Octave Station | D. Dechene | 3 | 12 | 9 " | 133 50 |
| Providence and St. Victor de Tring | R. Plante | $4\frac{1}{2}$ | 3 | 9 " | 41 34 |
| Quai de Rimouski and Rimouski | P. Fournier | 2 | 6 | 9 " | 71 25 |
| Quebec Branch Post Offices and Letter Boxes | E. Savard | 371 | 31 | 9 " | 1,234 50 |
| Quebec Immigration Letter Box | J. Dery | 1 | as req. | Season 1906 | 30 00 |
| Quebec Letter Carrier's Service | Quebec Ry. Light & Power Co. | | as req. | 9 months | 562 50 |
| Quebec Railway Stations and Wharf | A. Gagne | 97 | as req. | 9 " | 1,954 85 |
| do do | N. Brindamour | $\frac{1}{2}$ | 1 | Season 1906 | 12 00 |
| Quebec and Ste. Foye | J. Trudel | 5 | 6 | 3 months (to Sept. 30, '06) | 31 25 |
| Quebec and St. Jean d'Orleans and St. Francois d'Orleans | E. Chabot | $2\frac{1}{2}$ | 6 & 3 | 9 " | 675 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|-----------------------------------|---------|
| Quebec and Sillery. | M. J. Aubin | 6 | 12 | 9 months. | 187 50 |
| Quebec and Stoneham | W. Craig | 17 | 2 | 9 " | 105 00 |
| Radnor Forges and Railway Station | J. J. Drummond | $\frac{1}{2}$ | 24 | 3 " (to Sept. 30, '06). | 15 00 |
| do do | G. Drysdale | $\frac{1}{2}$ | 24 | 6 " from " " | 50 00 |
| Rang Mathias and Railway Station | G. Harvey | 200 ft. | 12 | 9 " | 11 25 |
| Rang St. Achille and St. Ubalde. | A. Gernain | 5 | 3 | 9 " | 41 25 |
| Ravignau and Ste. Rose de Watford | T. Bedard | 8 $\frac{1}{2}$ | 1 | 9 " | 30 00 |
| Reid's Station and Railway Station | W. Bellemare | 200 ft. | 12 | 9 " | 15 00 |
| Restigouche and Cross Point Stat'n | J. E. Olcamp | 4 | 12 | 9 " | 131 25 |
| Richmond and Railway Station | S. Cross | $\frac{1}{2}$ | 6 | 9 " | 45 00 |
| Rimouski and Railway Station | P. Fournier | $\frac{1}{2}$ | as req. | 9 " | 142 50 |
| Rimouski and Ste. Blandine. | C. Martin | 9 | 4 | 9 " | 111 00 |
| River Gilbert and Railway Station | M. Laflamme | 200 yds. | 6 & 12 | 3 " & 15 days (from Dec. 17, '06) | 8 72 |
| River Gilbert and St. Benjamin. | C. Perras | 11 $\frac{1}{2}$ | 6 | 9 " | 187 50 |
| Rivière à Claude and Ste. Anne des Monts | W. Deschene | 35 | 3 | 3 " (from Jan. 1, '07) | 212 50 |
| Rivière à l'Ours and Ry. Crossing. | L. P. Godin | 4 | 3 | 9 " | 128 75 |
| Rivière à Pierre and Ry. Station. | J. Perron | $\frac{1}{2}$ | 20 | 9 " | 112 50 |
| Rivière au Doré and St. Felicien. | A. Fraser | 12 | 2 & 3 | 9 " | 142 50 |
| Rivière aux Pins and St. Gabriel Station | M. Hayes | 9 | 2 | 9 " | 93 45 |
| Rivière Blanche and St. Alban. | J. Perron | 4 | 3 | 9 " | 45 00 |
| Rivière du Loup, en bas, Letter Box and Railway Station | M. L. G. Marchand | 1 $\frac{1}{2}$ | as req. | 9 " | 600 00 |
| Rivière du Loup en bas and Ry. Stn. | F. Meunier | 1 $\frac{1}{2}$ | 12 | 9 " | 93 75 |
| Rivière du Loup and Wharf. | C. P. Pinze | 3 | as req. | Season 1906. | 108 90 |
| Rivière Noire and Railway Station | A. E. Beauchemin | 1 | 12 | 3 mos. (to Sept. 30, '06). | 7 50 |
| do do | N. Gingras | 1 | 12 | 6 " from " " | 15 00 |
| Rivière Ouelle, Wharf and Ry. Stn. | D. Guy | $\frac{1}{2}$ | 12 | 9 " | 7 50 |
| Rivière Ouelle and Railway Station | S. Lebrun | 5 | 12 | 9 " | 225 00 |
| Rivière Ouelle Junction and Ry. Stn. | E. Plourde | 20 ft. | 12 | 6 " (from Oct. 1, '06) | 15 00 |
| Rivière Ste Marguerite and Tadousac | P. Hervieux | 21 | 3 | 9 " | 150 00 |
| Rivière Sauvage and Mail Catching Post | J. Cormier | $\frac{1}{2}$ | 6 | 9 " | 27 75 |
| Rivière Trois Pistoles and Ry. Stn. | C. Morency | $\frac{1}{4}$ | 12 | 9 " | 21 75 |
| Robertson Station and Ry. Station | A. Talbot | 50 yds. | 12 | 9 " | 30 00 |
| Robertson Station and Sacré Cœur de Marie. | J. Bilodeau | 3 | 6 | 9 " | 82 50 |
| Roberval and Railway Station | J. Bolduc | $\frac{1}{2}$ | as req. | 9 " | 150 00 |
| Roberval and Roberval Ouest. | F. Chiasson | 7 | 2 | 9 " | 60 00 |
| Roberval and St. Felicien. | A. Côté | 19 | 6 | 9 " | 337 50 |
| Roberval Hotel and Railway Station | H. B. Locke | 200 ft. | as req. | Season 1906. | 8 25 |
| Robitaille and Catching Post | E. Quinn | 1 | 12 | 9 mos. | 44 25 |
| Rousseau's Mills and Railway Stn. | E. Vallee | 30 yds. | 3 & 6 | 9 " | 7 50 |
| Rousseau Le Blanc and Catching Post | J. G. Cyr | 180 yds. | 12 | 9 " | 26 25 |
| St. Adolphe de Champlain and St. Thècle Station | N. Trepanier | 8 | 6 | 9 " | 180 00 |
| St. Adolphe de Dudswell and Marbleton Station | J. Ouellette | 3 $\frac{1}{2}$ | 12 | 9 " | 93 75 |
| St. Adrien and Wotton. | N. Dubois | 13 $\frac{1}{2}$ | 6 & 1 | 9 " | 298 81 |
| St. Agapit and Railway Station | G. Olivier | $\frac{3}{4}$ | 12 | 9 " | 36 00 |
| St. Agapit and St. Sylvester, East. | M. Vaillancourt | 20 | 6 | 9 " | 367 50 |
| St. Agapit Station and Ry. Stn. | G. Oliver | 600 ft. | 6 | 9 " | 22 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|------------------------|---------|
| Ste. Agathe de Lotbiniere and Ste. Agathe, East | J. Boulanger | 4½ | 3 | 9 months | 56 25 |
| St. Alban and Railway Station | T. Allard | 7 | 12 | 9 " | 225 00 |
| St. Alexandre de Kamouraska and Railway Station | R. Ouellet | 4 | 18 | 9 " | 45 00 |
| St. Alexandre de Kamouraska and St. Eleuthere | M. Blier | 24 | 2 | 9 " | 180 00 |
| St. Anaclet and Railway Station | A. Banville | 1¼ | 12 | 9 " | 82 50 |
| St. Andre de Kamouraska and Railway Station | H. Michaud | 5 | 12 | 9 " | 201 75 |
| St. Andre Station and Ry. Station | J. Albert | | 6 | 9 " | 26 25 |
| Ste. Angele de Laval and Ry. Stn. | J. Coulombe | | 12 | 6 " (to Dec. 31, '06) | 24 00 |
| do do | A. D. Thibodeau | | 12 | 3 " from " | 12 50 |
| Ste. Angèle de Rimouski and St. Joseph de LePage | A. Levesque | 6½ | 6 | 9 " | 187 50 |
| Ste. Anne de la Pérade and Ry. Stn. | A. Picard | 1½ | 18 | 9 " | 40 50 |
| Ste. Anne de la Pérade and St. Prosper | F. H. Cossette | 7 | 6 | 9 " | 112 50 |
| Ste. Anne de la Pocatiere and Railway Station | C. Ouellet | 1 | as req. | 9 " | 112 50 |
| St. Apolline de Paton and St. Paul du Buron | J. Bernier | 12 | 2 | 9 " | 111 75 |
| St. Aulseme and St. Aulseme Railway Station | L. V. Bernier | 1 | 18 | 9 " | 78 75 |
| St. Antoine Lotbiniere and Ry. Stn. | X. Ladleur | 8½ | 6 | 9 " | 156 00 |
| St. Antonin, Railway Station, and Old Lake Road | N. Thibeault | 4½ | 6 | 9 " | 92 43 |
| St. Arsene and Railway Station | T. Labrie | 500 yds. | 12 | 9 " | 33 75 |
| St. Arsene and Viger | do | 7 | 6 | 9 " | 111 75 |
| St. Aubert and Railway Station | P. St. Pierre | 1½ | 18 | 9 " | 112 50 |
| St. Aubert and St. Pamphile | E. Tremblay | 31 | 3 | 6 " (to Dec. 31, '06) | 150 00 |
| do do | M. Vaillancourt | 31 | 6 | 3 " from " | 187 25 |
| St. Bazile and Railway Station | F. Paquet | 2½ | 12 | 9 " | 120 00 |
| St. Bazile Station and Railway Stn. | C. Leclerc | 250 yds. | 6 | 3 " (to Sept. 30, '06) | 4 50 |
| do do | J. Leclerc | 250 " | 6 | 6 " from " | 12 50 |
| St. Benoit Labre and Railway Stn. | G. Busque | 6 | 6 | 9 " | 108 75 |
| Ste. Brigettes des Saults and Railway Station | J. Parenteau | 4½ | 6 | 9 " | 93 75 |
| St. Bruno de Kamouraska and St. Pascal | O. Bonenfant | 7 | 6 | 9 " | 105 00 |
| St. Bruno Lac St. Jean and Hebertville | J. Tremblay | 2 | 5 | 9 " | 48 75 |
| Ste. Camille de Bellechasse and Ste. Magloire | T. Morin | 8 | 3 | 9 " | 112 50 |
| Ste. Camille and Sherbrooke | J. Cote | 26 | 1 | 9 " | 43 50 |
| St. Casimir and Railway Station | A. Bourassa | 4½ | 18 | 9 " | 94 50 |
| St. Casimir and St. Thuribe | U. Gendron | 4½ | 6 | 9 " | 90 00 |
| St. Casimir and St. Ubalde | T. Naud | 11 | 6 | 9 " | 142 50 |
| St. Charles de Caplan and Caplan Station | A. Bourdages | ½ | 12 | 9 " | 44 25 |
| Ste. Catherine and Railway Station | J. Henchey | 1 | 6 | 9 " | 67 50 |
| Ste. Catherine Station and Railway Station | do | 20 yds. | 18 | 9 " | 7 50 |
| St. Celestin and Railway Station | E. Arseneault | 1¼ | 6 | 9 " | 45 00 |
| St. Charles de Bellechasse and Railway Station | J. Lapointe | 1 | 6 | 9 " | 33 75 |
| Ste. Claire and St. Anselme Station | N. Langlois | 5 | 6 | 9 " | 75 00 |
| Ste. Claire and St. Malachie | A. Turgeon | 10 | 6 | 9 " | 104 25 |
| St. Claude and St. Cyr | F. Gagnon | 5 | 4 | 9 " | 144 32 |
| St. Clement and St. Eloi | L. Roy | 12 | 6 | 9 " | 325 86 |
| Ste. Clothilde and Victoriaville | J. Poisson | 18 | 6 | 9 " | 141 75 |

\$ cts.

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|--------------------|------------------------|--|---------|
| | | | | | 8 cts. |
| St. Croix and Railway Station... | E. Fraser..... | 8½ | 6 | 9 months..... | 164 25 |
| St. Cyr and Railway Station..... | S. St. Pierre..... | 300 yds. | 12 | 9 "..... | 37 50 |
| St. Cyrille de l'Isles and St. Marcel. | E. Belange..... | 15 | 3 | 9 "..... | 206 25 |
| St. Damase de Rimouski and St. Moise Station..... | A. Paquet..... | 7 | 6 | 9 "..... | 120 00 |
| St. Damien de Buckland and St. Lazare de Bellechasse..... | G. Larochelle..... | 9 | 6 | 9 "..... | 112 50 |
| St. Denis de la Bonteillerie and Railway Station..... | J. Paradis..... | 4½ | 18 | 9 "..... | 163 11 |
| St. Donat and St. Gabriel de Rimouski..... | S. Clouthier..... | 9 | 6 | 9 "..... | 187 50 |
| St. Donat and Ste. Luce Station... | A. Deniers..... | 6½ | 6 | 9 "..... | 127 50 |
| Ste. Elizabeth de Warwick and Warwick..... | J. W. Cantin..... | 7 | 6 | 9 "..... | 105 00 |
| St. Eloi and Railway Station..... | J. Rioux..... | 3 | 6 | 9 "..... | 55 50 |
| St. Elzear de Beauce and Ste. Marie Beauce..... | L. Rouleau..... | 3 | 6 | 9 "..... | 165 00 |
| St. Ephrem de Tring and Railway Station..... | J. A. Hamel..... | 3 | 12 | 9 "..... | 17 97 |
| St. Evariste de Forsyth and Railway Station..... | X. Blais..... | 2 | 12 | 9 "..... | 97 50 |
| St. Evariste de Forsyth and St. Hilaire de Dorset..... | A. Begin..... | 8½ | 1 | 9 "..... | 33 75 |
| St. Fabien and Railway Station..... | J. Cote..... | 1 | 12 | 8 " (to Feb. 28, '07)..... | 40 00 |
| do do..... | F. Boucher..... | 1 | 12 | 1 " from..... | 5 00 |
| Ste. Flavie, Ste. Flavie Station and Railway Station..... | L. Levesque..... | 3 | 6 & 24 | 9 "..... | 195 41 |
| St. Flavie, Ste. Flavie Station and St. Joseph de Lepage..... | D. Gagne..... | 14 | 6 | 9 "..... | 37 50 |
| St. Flavien and Railway Station..... | A. Cote..... | 2½ | 6 | 9 "..... | 74 25 |
| Ste. Florence and Beauvage Stn.... | J. A. Thibault..... | 50 yds. | 6 | 9 "..... | 36 75 |
| Ste. Flore Station and Railway Stn. | M. Marcoullier..... | 150 yds. | 12 | 9 "..... | 37 50 |
| St. Francois de Madawaska and Railway Station..... | N. St. Pierre..... | 3 | 12 | 9 "..... | 67 50 |
| Ste. Francoise and Trois Pistoles... | M. Berube..... | 7½ | 6 | 9 "..... | 129 75 |
| St. Francois de Montmagny and Railway Station..... | A. Jean..... | 1½ | 18 | 9 "..... | 90 00 |
| St. Francois Xavier de Viger and Viger..... | J. B. Chouinard..... | 6 | 4 | 9 "..... | 93 75 |
| St. Frederic and Tring Junction Railway Station..... | W. Baillargeon..... | 3 | 6 | 9 "..... | 131 25 |
| St. Gabrielle Station and Railway Station..... | L. Toutant..... | 3 | 12 | 9 "..... | 75 00 |
| St. Gedeon and Railway Station... | E. Simard..... | 1 | as req. | 9 "..... | 105 00 |
| St. Genevieve de Batiscan and Railway Station..... | N. Paquette..... | 4 | 12 | 9 "..... | 93 75 |
| St. Genevieve de Batiscan and St. Stanislas de Champlain..... | J. Dery..... | 8 | 6 | 9 "..... | 90 00 |
| St. George Beauce and Railway Stn. | J. Boily..... | 1½ | 18 | 3 " and 15 days from Dec. 17, '06..... | 53 24 |
| St. George East and St. Prosper de Dorchester..... | J. Rodrigue..... | 12½ | 6 | 9 "..... | 224 25 |
| St. Germain de Kamouraska, Railway Stn. and Pointe Seche..... | J. Potvin..... | 24 | 12-6 | 9 "..... | 67 50 |
| Ste. Gertrude and St. Joseph Nicolet | G. Lavigne..... | 24 | 3 | 9 "..... | 28 50 |
| St. Gervais and Railway Station... | A. Belauger..... | 5½ | 12 | 9 "..... | 87 50 |
| St. Gervais and St. Lazare de Bellechasse..... | A. Blouin..... | 6 | 6 | 3 " (to Sept. 30, '05)..... | 20 00 |
| do do..... | E. Gosselin..... | 6 | 6 | 6 " from..... | 37 00 |
| St. Gilbert and Deschambault Stn. | H. Paquin..... | 5 | 6 | 9 "..... | 88 50 |
| St. Helene de Chester and St. Norbert D'Arthabaska..... | B. Poisson..... | 9½ | 6 | 9 "..... | 225 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|-------------------------------|------------------------|--------------|--------------------------|
| | | | | | \$ cts. |
| St. Helène de Kamouraska and Railway Station | G. Caron | $\frac{1}{2}$ | 18 | 9 months | 39 36 |
| St. Hénéline and Railway Station | J. Corriveau | $\frac{1}{2}$ | as req. | 9 " | 41 25 |
| St. Henri de Lévis and Railway Stn. | F. X. Ferland | $\frac{1}{2}$ | as req. | 9 " | 56 25 |
| St. Henri de Lévis and St. Lambert de Lévis | G. Bourget | 10 | 6 | 9 " | 150 00 |
| St. Henri de Lévis and Railway Stn. | O. Vallières | $\frac{1}{2}$ | 12 | 9 " | 52 50 |
| St. Irénee, St. Irénee les Bains and Wharf. | G. Girard | 1,300 yd. | as req. | Season 1906. | 55 34 |
| St. Isidore, Dorchester and Railway Station | H. Guay | 6 | 6 | 9 months | 104 25 |
| St. Jacques and Railway Station | J. A. Charest | $2\frac{1}{2}$ | 12 | 9 " | 56 25 |
| St. Jean Chrysostome and St. Romuald d'Etchemin | J. Carrier | 3 | 6 | 9 " | 71 25 |
| St. Jean de Dieu and Trois Pistoles. | A. Morency | 13 | 6 | 9 " | 281 25 |
| St. Jean l'Evangeliste and Nouvelle Railway Station | J. Nadeau | 1 | 12 | 9 " | 48 00 |
| St. Jean, Port Joli and Railway Stn. | J. Pelletier | $1\frac{1}{2}$ | 18 | 9 " | 110 25 |
| St. Joachim de Montmorency and St. Tite des Caps | F. Filion | 7 | 6 | 9 " | 225 00 |
| St. Joseph d'Alma and Railway Stn. | J. Tremblay | 9 | 7 | 9 " | 189 06 |
| St. Joseph de Beauce and Railway Station | T. Nolet | $\frac{1}{2}$ | as req. | 9 " | 101 25 |
| St. Leandre and Tessierville. | J. Bérubé | 8 | 2 | 9 " | 87 67 |
| St. Leonard d'Aston and Railway Station | J. Hebert | 600 yds. | 12 | 9 " | 37 50 |
| St. Leonard de Portneuf and Railway Station | L. Lesage | $1\frac{1}{2}$ | 6 | 9 " | 52 50 |
| St. Louis de Ha Ha, Railway Station and St. Louis Station | Temisconata Ry. Co. | $\frac{1}{2}$ & $\frac{1}{2}$ | 12-6 | 9 " | 172 50 |
| St. Louise and Railway Station | A. Chrétien | $1\frac{1}{2}$ | 18 | 9 " | 48 30 |
| St. Luce and Railway Station | J. Tremblay | 2 | 12 | 9 " | 168 75 |
| St. Ludger and St. Samuel Railway Station | E. Beaudoin | $17\frac{3}{4}$ | 6 | 9 " | 281 25 |
| St. Magloire and St. Philemon | G. Goulet | 11 | 6 | 9 " | 187 50 |
| St. Magloire and Ste. Sabine | F. Maurice | 8 | 3 | 2 " | (from Feb. 1, '07) 16 50 |
| St. Malachie and St. Nazaire de Buckland | A. Pelchat | 8 | 3 | 9 " | 90 00 |
| St. Malachie and Standon | A. Gagnon | 13 | 6 | 9 " | 258 00 |
| Ste. Marie Beauce and Railway Stn. | J. Gregoire | $\frac{1}{2}$ | 24 | 9 " | 75 00 |
| Ste. Marie de Blandford and Railway Station | E. Boudreault | 4 | 6 | 9 " | 93 00 |
| St. Mathieu and Railway Station | A. Theberge | 3 | 6 | 9 " | 74 25 |
| St. Maurice and Railway Station | F. Thibodeau | 1 | 12 | 9 " | 56 25 |
| St. Maxime and Scott Junction | F. Morin | $1\frac{1}{2}$ | 6 | 9 " | 37 50 |
| St. Michel de Bellechasse and Railway Station | J. Martineau | 5 | 12 | 9 " | 105 00 |
| St. Modeste and Railway Station | M. Beaulieu | $4\frac{1}{2}$ | 6 | 9 " | 101 25 |
| St. Moise and Railway Station | C. St. Amand | $2\frac{1}{2}$ | 6 | 9 " | 93 75 |
| St. Moise Station and Ry. Station | J. Michaud | 64 yds. | 12 | 9 " | 34 50 |
| St. Monique de Nicolen and Railway Station | N. Provencher | $2\frac{3}{4}$ | 12 | 9 " | 146 25 |
| St. Narcisse and Railway Station | F. Nobert | $3\frac{1}{2}$ | 12 | 9 " | 112 50 |
| St. Nérée and St. Raphaël East | A. Ray | 6 | 6 | 9 " | 111 00 |
| St. Nicolas and Railway Station | J. E. Flamand | $4\frac{1}{2}$ | 6 | 9 " | 108 00 |
| St. Nicolas and St. Nicolas East | A. Plante | $2\frac{1}{2}$ | 3 | 9 " | 37 50 |
| St. Norbert d'Arthabaska and Stan-ford l. | E. Juneau | 5 | 6 | 9 " | 130 50 |
| St. Omer and Catching Post | J. Allard | $\frac{1}{3}$ | 12 | 2 " | (to Aug. 31, '06) 20 00 |
| do do | N. Arseneau | $\frac{1}{3}$ | 12 | 7 " | from " " 37 79 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | \$ cts. |
| St. Onézime and Railway Station | M. S. Pelletier | 5 | 6 | 9 months | 105 00 |
| St. Facôme and Railway Station | J. Chamberland | 1½ | 18 | 9 " | 106 86 |
| St. Pascal and Railway Station | N. Bernier | 200 ft. | 12 | 9 " | 42 30 |
| St. Patrick and Railway Station | J. LeBel | 4 | 12 | Season 1906 | 72 00 |
| St. Paul du Buron and St. Pierre Montmagny | F. Côté | 17 | 6 | 9 months | 337 50 |
| St. Pierre les Becquets and St. Sophie Levrard | T. J. Demers | 18 | 6 | 9 " | 190 00 |
| St. Pierre Montmagny and Railway Station | E. Adam | 1½ | 18 | 9 " | 90 00 |
| St. Raphael Est and Ry. Station | A. Labrecque | 7 | 12 | 9 " | 75 00 |
| St. Raymond and Railway Station | C. Angers | ¾ | 24 | 9 " | 134 82 |
| St. Remi de Tingwick and Warwick | E. Peljoquin | 14½ | 6 | 9 " | 241 50 |
| St. Roch de Quebec and Stadacona | F. Clébe | 1½ | 6 | 9 " | 56 25 |
| St. Romnald d'Etchemin and Rail- way Station | L. Lambert | 1 | a-req. | 9 " | 148 50 |
| St. Rosaire and Railway Station | L. Beaudoin | 5 | 6 | 9 " | 108 75 |
| Ste. Rose de Watford, Post Road and Lac au Vase | J. L. Lamontagne | 6 | 6 | 9 " | 97 50 |
| Ste. Rose du Degele and Railway Station | A. Soucy | ½ | 12 | 9 " | 45 00 |
| St. Samuel de Horton and St. Wenc- eslas Station | D. Bergeron | 7 | 6 | 9 " | 186 00 |
| St. Samuel Station and Ry. Station | J. Rodrigue | 290 yds. | 6 | 9 " | 18 00 |
| St. Sauveur de Quebec and Sans- Bruit | L. Guignard | 1 | 12 | 9 " | 67 50 |
| St. Sebastien de Beauce and Rail- way Station | S. Boutin | 3 | 12 | 9 " | 78 00 |
| St. Sebastien Station and Railway Station | P. Marceau | 150 yds. | 12 | 9 " | 55 00 |
| St. Severin de Beauvillage and Tring Junction Station | H. Lachance | 5½ | 6 | 9 " | 135 00 |
| St. Siméon and Tadoussac | D. Savard | 25½ | 4 & 3 | 9 " | 674 00 |
| St. Simon de Rimouski and Railway Station | C. Gauvin | 1 | 12 | 6 " to Dec. 31, '06 | 25 00 |
| do do | E. Caron | 1 | 12 | 3 " from " " | 23 75 |
| St. Sylvère and Davelneyville Rail- way Station | W. Faucher | 6 | 6 | 9 " | 112 50 |
| St. Thécle and Railway Station | L. Grmier | 1 | 12 | 9 " | 60 00 |
| St. Tite and Railway Station | F. Cossette | ¾ | 12 | 9 " | 60 00 |
| St. Valère de Bulstrode and Riv- ière Noire Railway Station | N. Dureault | 4½ | 6 | 9 " | 86 25 |
| St. Valier and Railway Station | E. Chabot | 2 | 12 | 9 " | 75 00 |
| St. Victor de Tring and Ry. Station | R. Plante | 1 | 12 | 9 " | 37 50 |
| St. Wenceslas and Railway Station | T. Frechette | 3 | 12 | 9 " | 93 75 |
| Sayabec and Railway Station | L. Joubert | 1½ | 12 | 9 " | 56 25 |
| Scott Junction and Railway Station | G. Garon | ¼ | 18 | 9 " | 78 75 |
| Sellarville and Catching Post | H. Sillars | ½ | 6 | 9 " | 60 60 |
| Shannon and St. Gabriel Station | J. Griffin, jr. | 7 | 1 | 8 " & 17 days from July 15, '06 | 9 24 |
| Seven Islands and SS. 'Montcalm' | P. E. Vignault | | | Special trips | 3 00 |
| South Dudswell and Westbury Bas- in Railway Station | O. Lepitre | 3½ | 6 | 9 months | 75 00 |
| South Ham and Weedon Railway Station | J. Camire | 2½-9 | 12-6 | 9 " | 182 25 |
| South Quebec and Railway Station | P. Bernier | ¼ | 36 | 9 " | 62 87 |
| Stanford and Railway Station | N. Lacourse | 250 yds. | 12 | 9 " | 27 00 |
| Stoneham and Tewkesbury | G. Falardeau | 7½ | 2 | 9 " | 48 75 |
| Sybil Cove and Wharf | A. Lorrain | 350 yds. | 6 | Season 1906 | 0 92 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|--------------------|------------------------|----------------------------|-----------|
| | | | | | \$ cts. |
| Tadousac and Wharf..... | H. Marquis..... | 1 | as req. | Season 1906..... | 89 10 |
| Thetford Mines and Railway Stn.. | V. Hebert..... | 1 | 12 | 5 months (to Nov. 30, '06) | 58 33 |
| do do | G. Brousseau... | 1 | 12 | 4 " from " " | 50 00 |
| Thetford Mines West and Railway Station..... | P. W. M. Lafleur..... | 500 yds. | 12 | 2 " (from Feb. 1, '07) | 14 44 |
| Thibaudeau and Railway Station.. | J. Desrochers... | 5 | 6 | 9 " " | 93 00 |
| Three Rivers and Valmont..... | H. Sigman..... | 15 | 6 | 9 " " | 243 75 |
| Tring Junction and Railway Station | E. Lagneux..... | 130 yds. | 24 | 9 " " | 22 50 |
| Trois Pistoles and Railway Station. | T. Paradis..... | 1 | 24 & 26 | 9 " " | 94 26 |
| Trois Sammons and Railway Stn... | F. Caron..... | 2 | 6 | 9 " " | 60 00 |
| Valcartier and Railway Station... | J. McBain..... | 6 | 6 | 9 " " | 142 94 |
| Van Bruysseles and Railway Station | F. Faure..... | 100 ft. | 12 | 9 " " | 0 75 |
| Village des Aulnaies and Railway Station..... | J. B. Sirois..... | 5 | 18 | 9 " " | 175 50 |
| Villeroy and Railway Station..... | E. F. Roy..... | 60 ft. | 6 | 6 " (from Oct. 1, 06). | 7 50 |
| Vincennes and Railway Station.... | L. Dessureault.. | 4½ | 6 | 9 " " | 73 86 |
| Walkers Cutting and Railway Stn. | E. C. Labrecque | 188 yds. | 12 | 9 " " | 24 00 |
| Warwick and Railway Station..... | L. Triganne..... | 200 " | 6 | 9 " " | 13 50 |
| Whitworth and Railway Station.... | J. D. Amiro..... | 125 " | 12 | 9 " " | 15 00 |
| Transfer of Mails at Lévis and Rimouski..... | J. H. Dorion..... | | | Season 1906..... | 333 33 |
| Transfer of Mails at Lévis..... | A. Ouellet..... | | | 9 months..... | 405 00 |
| Transfer of Mails at Matapedia.... | L. E. D'Anjou..... | | | 6 " (from Oct. 1, 06). | 72 00 |
| Transfer of Mail at Richmond..... | P. Healy..... | | | 9 " " | 225 00 |
| Total..... | | | | | 81,963 14 |
| Less amount withdrawn from Guarantee Fund..... | | | | | 63 14 |
| | | | | | 81,900 00 |

APPENDIX B—Continued.

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the Fiscal Year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|---------------------|--------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Abbotsford and Pauline | J. P. Rocheleau | 3 | 3 | 9 months | 51 00 |
| Abbotsford and Railway Station | P. St. Pierre | | 12 | 9 " | 54 00 |
| Abenakis Springs and Railway Stn. | R. G. Kimpton | 23 | 18 | 9 " | 225 00 |
| Abercorn and East Pinnacle | M. P. Gale | 33 | 3 | 9 " | 70 50 |
| Abercorn and Railway Station | M. L. Jenne | | 12 | 9 " | 60 00 |
| Acton Vale and Railway Stations | E. Haineault | | 18 | 9 " | 56 25 |
| Acton Vale and St. Theodore | J. Bousquet | 4 | 7 | 9 " | 100 62 |
| Adamsville and Railway Station | D. Larivee | | 12 | 9 " | 66 75 |
| Ahuntsic and Pont Viau | A. Pruneau | | 12 | 9 " | 45 00 |
| Aird, Clarenceville and Miranda | M. J. Burwort | 4 | 4 | 9 " | 93 75 |
| Allans Corners and Railway Station | P. Barr | 1 | 12 | 9 " | 60 00 |
| Alva and Sutton | H. G. Bates | 3 1/2 | 3 | 9 " | 58 50 |
| Anderson's Corner and Dewittville | J. Boyd | 4 | 3 | 9 " | 75 60 |
| Ange Gardien and Railway Station | R. Beaudry | 1 1/2 | 12 | 9 " | 28 50 |
| Angeline and St. Alphonse de Granby | E. E. Forgues | 4 | 6 | 9 " | 75 00 |
| Arundel and Crystal Falls | J. Riddle | 7 | 3 | 9 " | 112 50 |
| Arundel and Railway Station | M. Thomson | 1 1/2 | 6 | 9 " | 70 20 |
| Arundel and Rouge Valley | H. Beauchamp | 5 1/2 | 2 | 9 " | 53 25 |
| Arundel Station and Mail Car | E. Deschamps | | | 9 " | 45 00 |
| Ascot Corner and Railway Station | E. L. Darche | | 12 | 9 " | 41 25 |
| Ascot Corner and Westbury | S. E. Lothrop | 4 | 3 | 9 " | 36 00 |
| Athelstan and Railway Station | M. Saunders | 1 1/2 | 6 | 9 " | 30 00 |
| Avoca and Point au Chêne | A. McPhee | 7 | 3 | 9 " | 56 25 |
| Ayers Cliff and Kingscroft | D. Trappier | 6 | 3 | 8 " (to Feb. 28, '07) | 66 66 |
| do do | W. Demeret | 6 | 3 | 1 " from " | 8 34 |
| Ayers Cliff and Railway Station | A. E. Hurd | 1 1/2 | 18x12 | 9 " | 52 50 |
| Baie d'Urfe and Railway Station | A. Vallee | 3 1/2 | 12 | Season 1906 | 15 00 |
| Baldwins Mills and Corliss | W. K. Baldwin | 3 | 6 | 9 months | 75 00 |
| Bas de Ste. Rose and Ste. Rose | E. Gascon | 4 | 2 | 9 " | 37 50 |
| Bas du Sault and Sault au Re-collet | A. Delorme | 3 | 3 | 3 " (to Sept. 30, '06) | 16 25 |
| do do | O. David | 3 | 3 | 6 " from " | 49 00 |
| Bayonne and St. Elizabeth | F. X. Joly | 3 1/2 | 6 | 9 " | 108 75 |
| Beaconsfield and Railway Station | L. Legault | 100 yds. | 12x24 | 4 " (to Oct. 31, '06) | 8 33 |
| do do | C. Legault | 100 yds. | 12x24 | 5 " from " | 10 42 |
| Beauharnois and Melocheville | D. Brunet | 3 | 6 | 9 " | 105 00 |
| Beauharnois and Railway Station | do | 1/2 | 24 | 9 " | 93 75 |
| Beauharnois and St. Etienne | P. Tessier | 5 | 6 | 9 " | 134 25 |
| Beaurepaire and Railway Station | J. Legault | 1 | 12 | Part of season 1906 | 37 50 |
| Beaver and Railway Station | P. H. McIntosh | | 6 | 9 months | 22 50 |
| Bedford and Mysic | R. McKee | 2 1/2 | 6 | 9 " | 93 75 |
| Beebe Plain and Railway Station | C. H. McClintock | | 12 | 9 " | 56 25 |
| Beith and Trout River Railway Stn. | M. Hamilton | 7 | 6 | 9 " | 227 25 |
| Belises Mills and Railway Station | I. Deschamps | 50 yds. | 12 | 9 " | 26 25 |
| Bellerive and Valleyfield | E. Rapin | 3 1/2 | 6 | 9 " | 36 75 |
| Bellet Station and Railway Station | A. D. Goulet | | 30 | 9 " | 37 50 |
| Belreil Village and St. Hilaire Stn. | F. Leduc | 1 | 12 | 9 " | 146 25 |
| Beranger and Dunham | S. Cook | 4 | 2 | 9 " | 50 00 |
| Berthier and Berthier Junction | F. X. Piche | 2 1/2 | 1 | 9 " | 10 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-------------------------------|--------------------|------------------------|--|---------|
| | | | | | § cts. |
| Berthier and Railway Station..... | F. X. Piche | 1 | 24 | 9 months | 93 60 |
| Berthier and St. Ignace..... | E. Moreau..... | 3 1/2 | 6 | 9 " | 97 50 |
| Berthier and Sorel..... | E. Valois..... | 5 | 7 & 12 | 9 " | 530 25 |
| Berthier Junction and Fernville..... | L. Brissette..... | 1 1/2 | 6 | 9 " | 56 25 |
| Bethany and Roxton Falls..... | W. Lancaster..... | 5 1/2 | 3 | 9 " | 75 00 |
| Birchton and Railway Station..... | R. Bridgette..... | 1 1/2 | 12 | 9 " | 56 25 |
| Birchton and Sand Hill..... | R. E. Laberee..... | 4 1/2 | 3 | 9 " | 70 20 |
| Bishop's Crossing and Brookbury..... | J. H. Leonard..... | 7 1/2 | 6 | 9 " | 183 75 |
| Bissonnette and Railway Station..... | E. Brouillette..... | 1 acre | 12 | 9 " | 9 00 |
| Blue Bonnets and Railway Station..... | M. Doré..... | 1/2 | 12 | 9 " | 78 75 |
| Bois Blanc and Railway Station..... | E. P. Lafrenere..... | 1/2 | 12 | 9 " | 18 75 |
| Boisbriand and Railway Station..... | J. M. Faubert..... | 2 1/2 | 12 | 7 " & 26 dys. (from Aug. 6, '06)... | 81 48 |
| Bois de Filion and Rosemere..... | M. Chapleau..... | 4 | 2 | 9 " | 30 00 |
| Bolton Forest and Eastman..... | A. Dingman..... | 2 | 3 | 9 " | 37 50 |
| Bolton Glen and Knowlton..... | M. H. Hunt..... | 4 | 3 | 9 " | 56 25 |
| Bon Bonsel, Carmel and Railway Station..... | C. Boisvert..... | 3 1/2 & 3/4 | 12 & 6 | 9 " | 168 75 |
| Bondville and Foster..... | W. D. Soles..... | 4 | 6 | 9 " | 140 61 |
| Bord à Plouffe and Bord à Plouffe West..... | O. Lavoie..... | 2 | 6 | 9 " | 37 50 |
| Bordeaux and Railway Station..... | G. Picard..... | 150 yds. | 24 | 9 " | 39 99 |
| Bordeaux and Ste. Dorothée..... | R. Seers..... | 7 1/2 | 6 | 9 " | 243 75 |
| Bordeaux and Sault au Recollet..... | D. Picard..... | 2 1/2 | 12 | 9 " | 150 00 |
| Botraux and Ormstown..... | O. Bergerin..... | 4 1/2 | 2 | 9 " | 31 50 |
| Boucherville and Railway Station..... | A. Bemeur..... | 133 yds. | 18 | 9 " | 54 00 |
| Boulevard St. Paul and St. Paul..... | A. Daoust..... | 1/2 | 6 & 12 | 9 " | 50 00 |
| Boulogne and St. Eugene..... | L. Carpentier..... | 4 1/2 | 6 | 9 " | 75 00 |
| Bournival and St. Barnabé..... | M. Grenier..... | 3 | 3 | 9 " | 56 25 |
| Bout de l'Isle and Maisonneuve..... | Montreal Terminal Ry. Co..... | 11 1/2 | 12 | 9 " | 375 00 |
| Boynton and Brown's Hill..... | J. Waite..... | 5 | 3 | 9 " | 56 25 |
| Boynton and Fairfax..... | D. C. Waite..... | 4 1/2 | 3 | 8 " (to Feb. 28, '07)..... | 49 33 |
| do | J. Waite..... | 4 1/2 | 3 | 1 " from " | 7 91 |
| Boynton and Railway Station..... | A. R. Hills..... | 1 1/2 | 12 | 9 " | 45 00 |
| Bown and Robinson..... | H. C. Bown..... | 4 1/2 | 3 | 9 " | 76 05 |
| Brigham and Farnham Centre..... | R. Clark..... | 2 | 6 | 9 " | 75 00 |
| Brigham and Railway Station..... | J. Harrison..... | 1/2 | 12 | 9 " | 36 00 |
| Britannia Mills and Railway Stn..... | N. Guilbert..... | 60 yds. | 12 | 9 " | 18 75 |
| Britonville and Hazel Land..... | J. Pollock..... | 2 1/2 | 2 | 9 " | 25 74 |
| Britonville and Morin Flats..... | do..... | 3 1/2 | 3 | 3 " (to Sept. 30, '06)..... | 12 00 |
| do | T. Pollock..... | 3 1/2 | 3 | 6 " from " | 36 00 |
| Brodeur and St. Cesaire..... | J. Viens..... | 4 | 3 | 9 " | 67 50 |
| Brome and Railway Station..... | O. Lachambre..... | 1 1/2 | 12 | 9 " | 82 25 |
| Brome and Turkey Hill..... | G. Pettes..... | 5 | 2 | 9 " | 37 50 |
| Brome Centre and West Brome..... | E. Devlin..... | 5 | 6 | 9 " | 135 00 |
| Brompton and Bromptonville..... | H. Addison..... | 4 | 3 | 9 " | 60 00 |
| Bromptonville and Cote St. Joseph..... | N. Boisvert..... | 5 | 2 | 9 " | 60 06 |
| Bromptonville and Railway Station..... | J. Cartier..... | 400 yds. | 12 | 6 " (from Oct. 1, '06)..... | 49 50 |
| Brosseau Station and Railway Stn..... | Z. Dumontet..... | 1/2 | 12 | 9 " | 33 75 |
| Brownsburg and Mount Maple..... | A. Tomalty..... | 3 1/2 | 2 | 1 " & 11 dys. (to Aug. 11, '06)..... | 9 15 |
| do | do..... | 3 1/2 | 2 | 7 " & 20 dys. (from Aug. 11, '06)..... | 10 83 |
| Bulwer and Railway Station..... | A. W. Wheeler..... | 30 yds. | 12 | 9 " | 37 50 |
| Burrill's Siding and Railway Stn..... | R. D. C. Cote..... | 200 yds. | 12 | 9 " | 7 50 |
| Cabane Ronde and Railway Station..... | E. Dubé..... | 1/2 | 6 | 9 " | 37 50 |
| Cairnside and Bryson Railway Stn..... | W. J. Cairns..... | 2 1/2 | 6 | 9 " | 71 25 |
| Calumet and Railway Station..... | E. C. Whinfield..... | 100 yds. | 24 | 9 " | 45 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. | |
|---|--------------------------|--------------------|------------------------|---------------------------|------------------------------------|--------|
| | | | | | § cts. | |
| Call's Mills and West Brome..... | L. C. Hollingsworth..... | 2½ | 3 | 3 mos. (from Jan. 1, '07) | 15 00 | |
| Canterbury and Scotstown..... | J. F. Groom..... | 5 | 2 | 9 " | 60 00 | |
| Capelton and Eustis..... | M. Barrett..... | 24 | 12 | 9 " | 114 75 | |
| Capelton and Railway Station..... | E. Galvin..... | 24 | 9 | " " | 60 00 | |
| Cap St. Martin and Village Belanger | M. Despres..... | 1 | 12 | 9 " | 18 75 | |
| Carillon and Lachute..... | M. Comeau..... | 10½ | 6 | 9 " | 225 00 | |
| Carillon and Monalea..... | J. Fitzgerald..... | 2 | 2 | 9 " | 27 00 | |
| Carillon, Point Fortune and Rail- way Station..... | O. Desjardins..... | 1 | 11 & 6 | 9 " | 148 50 | |
| Carillon and St. Andrews..... | M. Campeau..... | 2 | 5 | 9 " | 56 25 | |
| Carlins Corners and Pine Hill..... | T. Carlin..... | 3 | 1 | 9 " | 29 25 | |
| Cartier and Emdard..... | C. Daoust..... | 2 | 2 | 9 " | 18 75 | |
| Cartier and Valleyfield..... | do..... | 5 | 2 | 9 " | 39 00 | |
| Cascades Point and Vaudreuil Sta- tion..... | J. C. Demontigny..... | 5½ | 6 | 9 " | 135 63 | |
| Caughnawaga and Adirondack Junction..... | N. A. Giasson..... | 1½ | 6 | 9 " | 52 50 | |
| Cavagnal and Como..... | M. Castonguay..... | 3 | 3 | 5 " | 31 25 | |
| Caxton and St. Barnabé..... | C. Garceau..... | 5 | 2 | 9 " | 46 50 | |
| Cazaville and May Bank..... | J. McGibbon..... | 2½ | 6 | 9 " | 45 00 | |
| Cazaville and White's Station..... | J. T. Dupuis..... | 4½ | 6 | 9 " | 87 00 | |
| Cedars and Railway Station..... | A. Poirier..... | 3 | 12 | 9 " | 111 00 | |
| Chambly and Railway Station..... | A. Allard..... | ¾ | 18 | 9 " | 52 50 | |
| Chambly Canton and Railway Sta- tion..... | P. Ulric..... | ¾ | 18 | 9 " | 90 00 | |
| Chantelle, Rawdon and St. Theo- dore..... | E. Rowan..... | 14 & 3 | 6 & 3 | 9 " | 299 25 | |
| Charlemange and Lachenaie..... | E. Beaupre..... | 4 | 6 | 9 " | 90 00 | |
| Charlemange and Railway Station..... | D. Seguin..... | 1 | 24 | 9 " | 108 00 | |
| Charrington and East Clifton..... | H. E. Carins..... | 4½ | 2 | 9 " | 42 90 | |
| Chartierville and La Patrie..... | E. Ferland..... | 9 | 6 | 9 " | 135 00 | |
| Charboro and St. Philippe..... | J. Donaldson..... | 2½ | 3 | 9 " | 34 50 | |
| Chateaugay and Railway Station..... | A. Desparois..... | 14 | 18 | 9 " | 127 50 | |
| Cherry River and Magog..... | C. Smith..... | 4 | 5 | 9 " | 52 50 | |
| Christieville and Railway Station..... | A. E. Newton..... | ½ | 6 | 9 " | 22 50 | |
| Chute Ste. Ursule and St. Ursule..... | E. Gagnon..... | 3½ | 3 | 9 " | 45 00 | |
| Clairvaux de Bagot and Ry. Station | U. Durocher..... | ½ | 12 | 9 " | 23 25 | |
| Clarenceville and Railway Station..... | M. J. Burwort..... | 3 | 12 | 9 " | 56 25 | |
| Clarenceville and Wolfe Ridge..... | do..... | 4½ | 3 | 9 " | 56 25 | |
| Coaticook and Gosselin's Mills..... | J. Gosselin..... | 12 | 6 | 0 " | 236 25 | |
| Coaticook and Ladd's Mills..... | M. J. Ladd..... | 2¾ | 3 | 9 " | 37 50 | |
| Coaticook and North Coaticook..... | J. Meade..... | 1½ | 12 | 9 " | 63 75 | |
| Coaticook and Rivard's Corners..... | J. B. Lizotte..... | 11 | 6 | 1 " | (to July 31, '06).. | 27 08 |
| do do do..... | L. Thibodeau..... | 11 | 6 | 5 " | (to Dec. 31, '06).. | 135 42 |
| do do do..... | A. Huot..... | 11 | 6 | 3 " | from " " | 81 25 |
| Coaticook and Railway Station..... | C. G. Johnson..... | ¾ | 12 | 9 " | 36 00 | |
| Coaticook and Rock Island..... | H. A. Channell..... | 20 | 6 | 9 " | 337 50 | |
| Coffy's Corners and Maplemore..... | M. W. Leehy..... | 1½ | 6 | 9 " | 33 75 | |
| Como and Oka..... | H. Laberge..... | 1 | 6 | 6 " | 20 d. (from Sept. 11, '06)..... | 79 50 |
| Como and Railway Station..... | F. N. Chipman..... | 1 | 12 | 9 " | 45 00 | |
| Compton and Martinville..... | C. M. Little..... | 6 | 6 | 6 " | (to Dec. 31, '06).. | 90 00 |
| do do do..... | D. C. Pierce..... | 6 | 6 | 3 " | from " " | 45 00 |
| Compton and Railway Station..... | R. L. Craig..... | 1½ | 6 | 9 " | 22 50 | |
| Contreour and Railway Station..... | U. St. Jean..... | ¾ | 18 | 9 " | 90 00 | |
| Cookshire and Flanders..... | A. J. Harvey..... | 4½ | 3 | 9 " | 48 75 | |
| Cookshire and Island Brook..... | A. Miller..... | 10 | 6 | 9 " | 130 50 | |
| Cookshire and Railway Station..... | S. J. Osgood..... | ¾ | 30 | 9 " | 75 00 | |
| Corbin and Cowans..... | J. Bouchard..... | 2 | 2 | 9 " | 22 50 | |
| Corbin and Frontier..... | J. C. Gordon..... | 2 | 6 | 9 " | 52 50 | |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division.
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-------------------------|---|------------------------|--|--------------------------------|
| | | | | | \$ cts. |
| Cornwall and St. Regis..... | L. Thomas..... | 6 | 2 | 4 mos. (to Oct. 01, '06).. | 33 33 |
| do do | do | 6 | 2 | 2 " (to Dec. 31, '06).. | 12 66 |
| do do | M. George..... | 6 | 2 | 3 " from " | 19 00 |
| Coteau du Lac and Railway Station | A. Dumesnil.... | 2 ³ / ₄ | 24 | 9 " | 139 50 |
| Coteau Landing and Ry. Station... | E. Gauthier.... | 2 | 25 | 9 " | 146 25 |
| Côte des Neiges, St. Augustin and Railway Station... | E. Meilleur.... | 1 ¹ / ₄ & 6 ¹ / ₂ | 12 & 6 | 9 " | 174 15 |
| Côte des Neiges and Montreal..... | L. Lamoureux.. | 4 | 6 | 3 " (to Sept. 30, '06)\| | 46 25 |
| Côte des Neiges Ouest and St. Lambert | do | 2 | 6 | 3 " to " | 26 25 |
| Côte des Perron and Ste. Rose..... | J. A. Young.... | 4 | 3 | 9 " | 18 75 |
| Cote Rouge and Cote St. Vincent.. | M. St. Jacques.. | 5 ¹ / ₂ | 6 | 9 " | 168 00 |
| Cote St. Emanuel and Pont Chateau | O. H. Besner.. | 2 | 3 | 9 " | 26 25 |
| Cote St. Louis and Villeray..... | D. Lanoix | 3 | 6 | 9 " | 81 00 |
| Cote St. Therese and Railway Station | N. Lanctot..... | 125 yds. | 12 | 9 " | 30 00 |
| Covey Hill and Vicars..... | M. V. Orr | 2 | 6 | 9 " | 46 95 |
| Cowansville and Railway Station.. | R. Courley.... | 1 ¹ / ₄ | 24 | 9 " | 108 00 |
| Cowansville and Sweetsburg..... | C. S. Boright.. | 1 ¹ / ₂ | 6 | 9 " | 56 25 |
| Crabtree Mills and Railway Station | E. Crabtree & Sons..... | 1 ¹ / ₄ | 12 | 9 " | 30 00 |
| Crossbury and Robinson..... | M. J. Stokes.. | 3 | 2 | 9 " | 30 00 |
| Dalesville and Lachute..... | C. Vary..... | 6 | 6 | 9 " | 126 00 |
| Dalesville and Louisa..... | W. Watchorn.. | 5 | 2 | 9 " | 39 00 |
| Dalesville and St. Michel de Wendover..... | W. Gagne..... | 11 | 2 | 9 " | 82 50 |
| Dalbousie Station and Railway Station..... | I. Brodie..... | 120 yds. | 12 | 9 " | 33 75 |
| Dalling and Racine..... | T. Carlin..... | 8 ¹ / ₂ | 3 | 9 " | 123 75 |
| Danby and Ste. Christine..... | J. C. Fagnan.. | 4 ¹ / ₂ | 6 | 9 " | 150 00 |
| Davidson Hill and South Durham.. | J. Mallette.. | 7 ³ / ₄ | 3 | 3 " (to Sept. 30, '06). | 31 00 |
| do do | J. Proulx.... | 7 ³ / ₄ | 3 | 6 " from " | 62 00 |
| Danville and St. George de Wendover..... | L. Roy..... | 11 ¹ / ₂ | 6 | 9 " | 292 50 |
| Dell and Scotstown..... | M. J. McDonald | 5 ¹ / ₂ | 2 | 9 " | 60 00 |
| Derby Line, Rock Island and Railway Station..... | H. A. Channell | 3 ³ / ₄ | 24 & 12 | 9 " | 56 25 |
| Dewittville and Railway Station.. | J. Holiday.... | 3 ³ / ₄ | 12 | 9 " | 75 00 |
| Dieppe and St. Alexandre d'Iberville..... | N. Brault..... | 5 | 2 | 9 " | 48 75 |
| Dixville and Railway Station..... | B. R. Baldwin.. | 1 ¹ / ₂ | 18 & 12 | 9 " | 45 00 |
| Doncaster and Railway Station.... | A. Vadnais.... | 5 ac. | 12 | 6 " and 26 dys. (from Sept. 6, '06)... | 9 25 |
| Dorval and Railway Station..... | M. Descary.... | 11 ¹ / ₄ | 12 | 9 " | 87 50 |
| Douglasburg and Napierville..... | N. Paré..... | 2 | 3 | 9 " | 30 00 |
| Dozois and Girard..... | S. Palin..... | 4 | 3 | 9 " | 51 75 |
| Drummondville and Melbourne.. | A. Cote..... | 24 | 6 | 9 " | 343 55 |
| Drummondville and Railway Station (C. P. R.)..... | J. F. Picotin.. | 1 ¹ / ₃ | 12 | 9 " | 37 50 |
| Drummondville and Railway Station (I. C. R.)..... | do | 3 | 30 | 3 " 19 dys. (to Oct. 19, '06).. | 40 ¹ / ₂ |
| Drummondville and Railway Station (I. C. R.)..... | do | 1 ¹ / ₃ | 31 | 5 " 12 dys. (from Oct. 19, '06)..... | 61 84 |
| Drummondville and St. Bonaventure..... | P. H. Blanchette | 12 | 6 | 9 " | 243 75 |
| Drummondville and Wickham Falls..... | do | 7 | 2 | 9 " | 58 50 |
| Duncan Station and Railway Station..... | P. Paul..... | 125 yds. | 6 | 9 " | 15 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | Nc. of Trips per Week. | Period. | Amount. |
|---|----------------------------|--------------------|------------------------|-----------------------------------|---------|
| Dundee and Railway Station | J. Tyo | $\frac{3}{4}$ | 12 | 9 months | 75 00 |
| Dundee Centre and St. Agnes Railway Station | T. Rowley | $5\frac{1}{2}$ | 6 | 9 " | 119 16 |
| Dunham, Upper Bedford and Stranbridge Station | H. J. Winckler | 13&34 | 6 | 9 " | 394 50 |
| Dunham and Sweetsburg | E. Dalpe | $7\frac{1}{2}$ | 6 | 9 " | 225 00 |
| Dunkin and Mansonville | R. G. Crowell | 3 | 6 | 9 " | 56 25 |
| Eastman and Railway Station | C. H. Dingman | $\frac{1}{4}$ | 24 | 9 " | 30 00 |
| Eastman and St. Etienne de Bolton | P. Decelles | 5 | 6 | 9 " | 112 50 |
| East Angus and Linda | D. B. Hall | $1\frac{1}{2}$ | 3 | 9 " | 37 50 |
| East Angus and Railway Station | J. Planche | $\frac{3}{4}$ | 12 | 9 " | 30 00 |
| East Bolton, Bolton Centre and Channell | R. C. Gilman | $3\frac{3}{4}$ | 6&3 | 9 " | 225 00 |
| East Clifton and Railway Station | H. E. Cairns | $2\frac{1}{2}$ | 6 | 9 " | 84 00 |
| East Dunham and Sweetsburg Railway Station | T. Bryce | $6\frac{3}{4}$ | 6 | 3 " (to Sept. 30, '06). | 61 75 |
| East Dunham and Sweetsburg Railway Station | M. A. Prollender | $6\frac{3}{4}$ | 6 | 6 " from " | 127 50 |
| East Farnham and Railway Station | W. E. Hall | 1 | 12 | 9 " | 105 00 |
| East Hereford and Railway Station | J. A. Laverdiere | $\frac{1}{2}$ | 12 | 9 " | 41 25 |
| Eaton and Railway Station | H. H. Winslow | $\frac{1}{2}$ | 12 | 9 " | 90 00 |
| Echo Vale and Railway Station | J. P. Jones | 33 yds. | 12 | 9 " | 18 75 |
| Egypte and St. Ephrem d'Upton | J. N. Fontaine | $8\frac{1}{2}$ | 6 | 9 " | 180 00 |
| Emileville and St. Pie | E. Morrisette | 1 | 6 | 9 " | 39 00 |
| Farndon and Railway Station | G. Kennedy | 250 ft. | 12 | 3 " (to Sept. 30, '06). | 17 67 |
| do do | L. Cameron | 250 ft. | 12 | 6 " from " | 35 34 |
| Farndon and Stanbury | J. Kennedy | 6 | 4 | 9 " | 108 75 |
| Farnham and Magenta | P. Desourdy | 5 | 2 | 9 " | 39 00 |
| Farnham and Railway Station | P. Landry | 200 yds. | 54 | 9 " | 135 00 |
| Farnham and St. Sabine | J. Barriere | 6 | 6 | 9 " | 150 00 |
| Fontenoy and Melbourne | W. J. Fraser | 6 | 2 | 9 " | 36 00 |
| Foster and Railway Station | E. C. Inglis | $\frac{1}{2}$ | 24 | 9 " | 30 00 |
| Franklin Centre and Hemmingford | C. McGinnis | $16\frac{3}{4}$ | 6 | 3 " (to Sept. 30, '06). | 100 00 |
| do do | G. M. Martin | $16\frac{3}{4}$ | 6 | 6 " from " | 187 50 |
| Franklin Centre and Huntingdon | G. Hawes | 20 $\frac{1}{2}$ | 6 | 9 " | 324 75 |
| Franklin Centre and Starnesboro | S. Huet | 2 | 6 | 9 " | 52 50 |
| Frelighsburg and North Pinnacle | F. N. Robert | $6\frac{1}{2}$ | 6 | 9 " | 254 25 |
| Frelighsburg and St. Amand Station | T. Leroux | 16 | 6 | 3 " (to Sept. 30, '06). | 112 50 |
| do do | E. Chevalier | 16 | 6 | 6 " from " | 225 00 |
| Frelighsburg and Railway Station | W. L. Sager | $\frac{1}{2}$ | 12 | 9 " | 90 00 |
| Frost Village and Waterloo | A. McKinney | $2\frac{1}{2}$ | 6 | 9 " | 72 60 |
| Fulford and Laroche | R. Armstrong | 3 | 3 | 9 " | 44 25 |
| Fulford and Railway Station | H. Booth | $\frac{3}{8}$ | 12 | 9 " | 45 00 |
| Galson and Gould | M. Morrison | $5\frac{1}{2}$ | 2 | 9 " | 45 00 |
| Gamelin and Terminal Station | E. Proulx | $\frac{1}{6}$ | 24 | 5 " 10 days (from Oct. 22, '06).. | 4 42 |
| Gasparine and Holton | F. Delage | $3\frac{3}{4}$ | 2 | 9 " | 25 50 |
| Genoa and St. Hermas | J. Gordon | $3\frac{1}{2}$ | 3 | 9 " | 56 25 |
| Georgeville and Magog | O. H. Hutchins | 10 | 6 | 9 " | 281 25 |
| Georgeville and Magoons Point | G. A. Boynton | $5\frac{1}{2}$ | 2 | 3 " (to Sept. 30, '06). | 13 00 |
| do do | I. Merrill | $5\frac{1}{2}$ | 2 | 6 " from " | 26 00 |
| Georgeville and Smiths Mills | O. Hutchins | 12 | 6 | 3 " (to Sept. 30, '06). | 87 50 |
| do do | L. C. Stowell | 12 | 6 | 6 " from " | 200 00 |
| Georgeville and Wharf | D. A. Bullock | 100 yds. | 12 | Season 1906 | 15 00 |
| Geraldine and Stockwell | E. McDowell | $3\frac{1}{2}$ | 2 | 9 months | 24 00 |

8 cts.

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|--------------------|------------------------|----------------------------|---------|
| | | | | | 8 cts. |
| Girard and Railway Station..... | D. Signori..... | 70 yds. | 12 | 3 mos. (to Sept. 30, '06). | 6 00 |
| do do..... | C. Gagnon..... | 70 yds. | 12 | 6 " from " .. | 12 00 |
| Glen Sutton and Railway Station..... | S. Courser..... | | 12 | 9 " .. | 75 00 |
| Glen Iver and Sherbrooke..... | J. McFeer..... | | 6 | 9 " .. | 131 25 |
| Gore and Railway Station..... | F. W. Burrill..... | | 12 | 9 " .. | 58 50 |
| Goshen Road and Windsor Mills..... | E. Bisson..... | 63 | 2 | 9 " .. | 46 80 |
| Gould and North Hill..... | N. McDonald..... | 44 | 2 | 9 " .. | 39 00 |
| Gould and Red Mountain..... | A. G. McKay..... | 5 | 2 | 9 " .. | 45 00 |
| Gould and Scotstown..... | A. Morrison..... | 71 | 12 | 9 " .. | 255 75 |
| Gould Station and Railway Station..... | M. Morrison..... | | 12 | 9 " .. | 45 00 |
| Graham and Railway Station..... | W. Graham..... | | 12 | 9 " .. | 45 00 |
| Granboro and Granby..... | G. W. Williams..... | 12½ | 3 | 6 " (to Dec. 31, '06). | 50 00 |
| do do..... | P. Goyette..... | 12½ | 3 | 3 " from " .. | 28 75 |
| Granby and Railway Station..... | C. H. Murray..... | | 18 | 9 " .. | 102 00 |
| Granby and Ste. Cecile de Milton..... | W. T. Norris..... | 9 | 6 | 9 " .. | 150 00 |
| Granby and Shefford Mountain..... | G. W. Williams..... | 63 | 3 | 9 " .. | 86 25 |
| Grand Chicot and St. Eustache..... | S. LeGault..... | 4 | 2 | 9 " .. | 45 00 |
| Grand Ligne and St. Blaise..... | J. Perron..... | 1 | 12 | 9 " .. | 67 50 |
| Grand Mere and St. Flore..... | B. Lampron..... | 4 | 6 | 9 " .. | 111 00 |
| Greenlay and Windsor Mills Rail- way Station..... | G. Morin..... | ½ | 6 | 9 " .. | 37 50 |
| Grenville and Harrington East..... | S. Caillier..... | 22 | 3 | 9 " .. | 221 25 |
| Grenville and Railway Station..... | L. Champagne..... | 2 | 18 | 9 " .. | 112 50 |
| Hallerton and Hemmingford..... | T. Kenney..... | 4½ | 3 | 9 " .. | 56 25 |
| Hall's Stream and Hereford..... | W. J. Ellis..... | 5½ | 2 | 9 " .. | 78 42 |
| Hall's Stream and Railway Station..... | J. Heath..... | 30 rods. | 12 | 9 " .. | 24 00 |
| Hardwood Flat and Robinson..... | W. R. Todd..... | 3½ | 2 | 9 " .. | 45 45 |
| Harwood and Vaudreuil Station..... | F. Daoust..... | 27 | 6 | 3 " (from Jan. 1, '07) | 18 75 |
| Harrington and Rivington..... | D. McIntosh..... | 5 | 3 | 9 " .. | 58 50 |
| Hatley and Railway Station..... | M. Finn..... | 1½ | 6 | 9 " .. | 65 00 |
| do do..... | T. D. Hunter..... | 3½ | 6 | 3 " (from Jan. 11, '07) | 50 00 |
| Hatton and Ogilvie's Corners..... | M. Finn..... | 1½ | 6 | 3 " from " .. | 37 50 |
| Helena and White's Station..... | H. J. Donnelly..... | 4 | 6 | 9 " .. | 108 00 |
| Hemmingford and Roxham..... | A. Tennyson..... | 6 | 2 | 9 " .. | 50 61 |
| Hemmingford and Railway Station..... | G. M. Martin..... | ½ | 6 | 9 " .. | 35 10 |
| Henrysburg and Lacolle..... | M. Garceau..... | 8½ | 6 | 9 " .. | 150 00 |
| Henryville and Railway Station..... | A. Lemieux..... | | 12 | 3 " (to Sept. 30, '06). | 12 00 |
| do do..... | F. L'Ecuyer..... | | 12 | 6 " from " .. | 49 00 |
| Holton and Ste. Clothilde..... | F. Dextras..... | 2 | 6 | 9 " .. | 67 50 |
| Honoreville and St. Cesaire..... | H. Neveu..... | 3 | 3 | 9 " .. | 56 25 |
| Howard Valley and Morin Flats..... | O. Wood..... | 4 | 2 | 9 " .. | 37 50 |
| Howick and St. Chrysostome and Railway Station..... | J. A. R. Beaudin..... | 9 & ½ | 6 & 18 | 9 " .. | 225 05 |
| Huberdeau and Railway Station..... | J. Plouffe..... | | 6 | 9 " .. | 52 50 |
| Hudson and Railway Station..... | A. Vipond..... | | 12 | 9 " .. | 30 00 |
| Hudson, Hudson Heights and Rail- way Station..... | J. W. Mullan..... | ½ & ½ | 24 & 12 | 9 " .. | 56 25 |
| Huntingdon and Ry. Stn. (G.T.R.)..... | J. C. McMillan..... | | 18 | 3 " (to Sept. 30, '06). | 31 25 |
| do do..... | J. E. Taylor..... | | 18 | 6 " from " .. | 62 50 |
| do do (N.Y.C.)..... | F. Allard..... | | 6 | 9 " .. | 41 25 |
| Huntingdon and Kelvin Grove..... | D. A. Macfarlane..... | 3½ | 6 | 9 " .. | 75 00 |
| Huntingdon and St. Anicet..... | Z. Richer..... | 13 | 6 | 9 " .. | 299 25 |
| Iberville and Railway Stations..... | A. Courtois..... | ½ | 36 | 9 " .. | 112 50 |
| Iron Hill and West Shefford..... | A. W. Beard..... | 6 | 6 | 9 " .. | 150 00 |
| Island Brook and New Mexico..... | H. McNaughton..... | 4½ | 3 | 9 " .. | 44 70 |
| Isle aux Noix and St. Valentin..... | W. Hetier..... | 3 | 12 | 9 " .. | 76 50 |
| Isle Bizard and Railway Station..... | I. Boileau..... | 3½ | 12 | 9 " .. | 131 25 |
| Isle Perrot and Ste. Anne de Bellevue..... | F. C. Montpetit..... | 5½ | 6 | 9 " .. | 138 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|----------------------|--------------------------|
| | | | | | § cts. |
| Jette and La Visitation | D. Lafond | 6½ | 6 | 9 months | 137 25 |
| Johnville and Railway Station | A. Lindsay | | 12 | 9 " | 36 00 |
| Joliette and Railway Station (C.P.) | A. Tremblay | | 12 | 9 " | 112 50 |
| do do (G.N.) | J. Desormier | | 12 | 9 " | 93 75 |
| do do (G.N. Ry. P.O.) | A. Tremblay | | 12 | 9 " | 93 75 |
| Joliette and St. Melanie | G. Perreault | 14 | 6 | 9 " | 260 25 |
| Joliette and St. Paul d'Industrie | A. Perreault | 4 | 6 | 9 " | 45 00 |
| Katevale and Magog | C. G. Tremblay | 6 | 6 | 9 " | 142 50 |
| Keith and Robinson | D. McLennan | | 3 | 9 " | 97 50 |
| Kildare and Ste. Beatrix | A. Dalphond | 17½ | 6 | 9 " | 288 48 |
| Killowen and Ste. Hermas | G. Giroux | 3½ | 4 | 5 " | (to Nov. 30, '06.) 51 25 |
| do do | D. Lalonde | 3½ | 4 | 4 " | from " " " 49 33 |
| Kingsbury and Melbourne Ridge | E. Mignault | 3½ | 3 | 9 " | 112 50 |
| Kingsbury and New Rockland | R. Crack | 2 | 6 | 9 " | 73 50 |
| Kingsbury and Railway Station | do | | 12 | 9 " | 33 75 |
| Knowlton and Railway Station | J. W. Robinson | | 24 & 18 | 9 " | 102 18 |
| Knowlton and Sutton Junction | G. G. McFarlane | 7 | 6 | 9 " | 210 60 |
| Knowlton and West Bolton | S. P. Stone | 3 | 3 | 9 " | 48 75 |
| Knowlton Land'g and South Bolton | O. E. Bracey | 5 | 6 | 9 " | 123 75 |
| Knowlton Landing and Wharf | L. P. Knowlton | ½ | 12 | Season of 1906 | 30 00 |
| La Baie and Nicolet | D. Martel | 9 | 6 | 9 " | 96 75 |
| La Baie and Pierreville | do | | 6 | 9 " | 160 02 |
| La Baie and Shawenegan Ry. Station | D. Thibodeau | 1½ | 6 | 9 " | 97 50 |
| La Bergerie and Primeauville | J. P. Primeau | 2½ | 3 | 9 " | 37 50 |
| L'Acadie and Railway Station | F. Bourgeois | ½ | 12 | 9 " | 67 50 |
| Lac Bellemare and Shawenegan | S. Dufresne | 9 | 6 | 9 " | 240 00 |
| Lac Chapelle and St. Jerome Railway Station | N. Bouvrette | 3 | 6 | 9 " | 75 00 |
| Lac Charlebois and Lac Masson | P. Gauthier | 6 | 6 | Part of season, 1906 | 56 25 |
| Lachine and Convent Ry. Station | E. Richer | ½ | 12 | 9 months | 117 36 |
| Lachine and Dominion Ry. Station | J. B. Richer | 1½ | 6 | 9 " | 56 25 |
| Lachine Locks and Railway Station | do | | 12 | 9 " | 56 25 |
| Lachine Rapids and Ry. Station | D. Dunbery | 2 | 6 | 9 " | 75 00 |
| Lachine Station letter-boxes and Railway Station | W. E. Boyes | | 12 | 9 " | 22 50 |
| Lachute and Lachute Mills | J. Quesnelle | 1 | 18 | 9 " | 97 50 |
| Lachute and Lakefield | F. Rogers | 9 | 3 | 9 " | 83 25 |
| Lachute and Railway Station | H. M. Gall | ½ | 24 | 9 " | 54 00 |
| Lachute and Shrewsbury | G. B. Robinson | 14½ | 3 | 9 " | 117 00 |
| Lac Manitou and Railway Station | D. Levert | | 6 | 9 " | 37 50 |
| Lac Manitou South and St. Agathe | A. Lallier | 4 | 3 | Part of season 1906 | 15 00 |
| Lac Masson, Lac Charlebois and St. Emile de Montcalm | A. Daoust | 10 & 5. | 3 | 9 months | 90 00 |
| Lac Masson and Railway Station | W. Lacasse | 4½ | 6 | 9 " | 90 00 |
| Lac Mercier and Railway Station | J. Dufour | 50 yds. | 6 | 9 " | 22 50 |
| Lac Nantel and Railway Station | D. Whelan | 100 yds. | 12 | 9 " | 26 25 |
| Lacolle and Odelltown | J. Gray | 3 | 3 | 9 " | 45 00 |
| Lacolle Station and Ry. Station | J. C. Boudreau | ¾ | 8 | 9 " | 33 75 |
| La Guerre and Carr's Crossing | J. Duherne | 12 | 6 | 9 " | 262 50 |
| Lake Megantic and Railway Station | J. Beauchène | ½ | 18 | 9 " | 108 75 |
| do do (C.P.) | J. Berube | ¾ | 12 | 9 " | 46 50 |
| Lake Megantic Stn. and Mail Car. | A. B. Gendreau | | 12 | 9 " | 75 00 |
| Lakefield and North Gore | S. Kerr | 3½ | 2 | 9 " | 37 50 |
| Landreville, Ormstown and Railway Station | J. C. Murphy | 4 & ½ | 6 & 18 | 9 " | 219 75 |
| Lonoraie and Railway Station | R. Boucher | 6 | 6 | 9 " | 56 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------------|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| L'Annonciation and L'Ascension... | D. Beauchamp... | 12 | 3 | 9 months..... | 193 80 |
| La Patrie and Notre Dame des Bois | J. St. James..... | 9 | 6 | 9 " "..... | 150 00 |
| La Patrie and Scotstown..... | S. Poulin..... | 9 | 12 | 9 " "..... | 262 50 |
| La Patrie and West Ditton..... | J. Lambert..... | 3½ | 1 | 9 " "..... | 9 00 |
| La Plaine and Railway Station... | A. Gauthier..... | | 12 | 9 " "..... | 54 00 |
| Laprairie and Railway Station... | J. Brisson..... | | 18 | 9 " "..... | 111 75 |
| La Presentation and St. Hyacinthe. | L. Desmarais..... | 6 | 6 | 9 " "..... | 225 00 |
| Larose Station and Lost River. | R. J. McKenzie. | 10 | 3 | 3 " (to Sept. 30, '06). | 58 50 |
| Larose Station and Railway Station | A. Larose..... | 125 yds. | 12 | 1 month 11 days (to Aug. 11, '06)..... | 4 56 |
| L'Artifice and St. Chrysostome... | S. Renaud..... | 5½ | 6 | 9 months..... | 112 50 |
| L'Assomption and Railway Station | H. Thouin..... | 1 | 24 | 9 " "..... | 112 50 |
| L'Assomption and St. Sulpice..... | J. Giard..... | 5 | 6 | 9 " "..... | 93 86 |
| La Trappe and Oka..... | N. Fauteux..... | 3¼ | 6 & 12 | " "..... | 103 75 |
| Laurel and Lost River..... | M. McCluskey.. | 6 | 2 | 9 " "..... | 45 00 |
| Lawrence and Ruisseau St. George. | L. J. A. Robill'rd | 2 | 3 | 9 " "..... | 30 00 |
| Laurentides and Railway Station... | J. Gauthier..... | 1¾ | 12 | 9 " "..... | 52 50 |
| Lavaltrie and Railway Station..... | A. Perrault..... | 8 | 6 | 9 " "..... | 131 25 |
| Lavaltrie Station and Ry. Station... | J. E. Lasalle..... | | 12 | 9 " "..... | 13 50 |
| Lawrenceville and Railway Station | P. Hamel..... | 1½ | 12 | 9 " "..... | 28 50 |
| Lawrenceville and Rochelle..... | M. Guilmain..... | 3 | 6 | 9 " "..... | 120 00 |
| Leadville and Mansonville..... | W. S. Brown..... | 7 | 3 | 3 " (to Sept. 30, '06). | 22 50 |
| do do..... | do..... | 8 | 3 | 6 " from " "..... | 77 50 |
| Lennoxville and Milby..... | E. Burton..... | 5 | 6 | 9 " "..... | 112 50 |
| Lennoxville and Railway Stations. | (C.P. & G.T.) W. H. Abbott.. | 70 yds. | 12 | 9 " "..... | 45 00 |
| do do (C.P. & B. & M.) | do..... | 220 yds. | 36 | 9 " "..... | 108 00 |
| Lennoxville and Spring Road..... | I. Parnell..... | 4 | 2 | 9 " "..... | 49 23 |
| Leopold and Morin Flats..... | J. Riddell..... | 10 | 2 | 9 " "..... | 45 00 |
| L'Epiphanie and Railway Stations. | A. Gagné..... | 1½ | 12 | 9 " "..... | 180 00 |
| L'Epiphanie and St. Roch..... | C. Perrault..... | 6 | 6 | 9 " "..... | 82 50 |
| Les Dalles and St. Jacques..... | L. Desroches..... | 4 | 6 | 9 " "..... | 117 36 |
| Longueuil and Railway Station... | A. Trudeau..... | | 24 | 9 " "..... | 93 75 |
| Longue Pointe and Railway Station | J. Chevalier..... | | 12 | 9 " "..... | 187 50 |
| Lost River and Weir..... | A. Larose..... | 10 | 3 | 5 " 22 days (from Oct. 10, '06)... | 65 00 |
| Louisville and Nancy..... | R. Caron..... | 6 | 2 | 9 " "..... | 37 50 |
| Louisville and Railway Station... | P. Lefebvre..... | 1½ | 19 | 9 " "..... | 110 46 |
| Louisville and St. Paulin..... | A. Paille..... | 15 | 6 | 9 " "..... | 172 50 |
| Louisville and Ste. Ursule..... | C. Trudel..... | 5½ | 6 | 9 " "..... | 130 50 |
| McLeods Crossing and Railway Stn | J. A. McDonald. | ¾ | 6 | 9 " "..... | 37 50 |
| Mabel and Ogdensburg..... | F. Lahaie..... | 2½ | 3 | 9 " "..... | 78 75 |
| Mabel and Staynerville..... | do..... | 3 | 3 | 9 " "..... | 33 75 |
| Magog and Railway Station..... | J. E. Taylor..... | 1¼ | 12 | 9 " "..... | 75 00 |
| Maisonneuve and Montreal..... | A. Meunier..... | 3½ | 18 | 9 " "..... | 450 00 |
| Malmaison and N.D. de Stanbridge | H. Gervais..... | 3 | 6 | 3 " (to Sept. 30, '06) | 22 50 |
| do do..... | L. Belisle..... | 3 | 6 | 6 " from " "..... | 45 00 |
| Malvina and Railway Station..... | F. Roy..... | ¾ | 6 | 9 " "..... | 36 00 |
| Mandeville and St. Gabriel de Brandon. | A. Bussiere..... | 7 | 4 | 9 " "..... | 86 62 |
| Mansonville and Province Hill.... | W. S. Brown..... | 4 | 3 | 3 " (to Sept. 30, '06) | 16 25 |
| Mansonville and Railway Station... | S. H. Botterill.. | 2½ | 6 | 9 " "..... | 45 00 |
| Mansonville and Vale Perkins..... | G. W. Jewett..... | 5½ | 6 | 9 " "..... | 129 09 |
| Mansonville Stn. and Railway Stn. | C. Gilman..... | 1½ | 12 | 9 " "..... | 30 00 |
| Maple Leaf and Sawyerville..... | C. H. Loveland.. | 4¼ | 6 | 9 " "..... | 127 50 |
| Marieville and Railway Station... | R. Boulais..... | | 18 | 9 " "..... | 62 50 |
| Marlington and Stanstead Junction | W. H. Gay..... | 4½ | 6 | 9 " "..... | 140 25 |
| Mascouche and Mascouche Rapids. | J. Carmichael.. | 3½ | 3 | 9 " "..... | 67 50 |
| Mascouche and Railway Station.... | J. Briere..... | 1¼ | 18 | 9 " "..... | 67 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per week. | Period. | Amount |
|---|-----------------------------|-----------------------------------|------------------------|--------------------------------------|----------|
| | | | | | \$ cts. |
| Melbourne and Richmond. | S. Cross. | 11 | 12 | 9 months | 148 50 |
| Melbourne and Upper Melbourne. | W. Davis. | 9 ³ / ₄ | 13 | " | 63 75 |
| Menard Corner and St. Jean | J. Menard. | 3 | 3 | " | 56 25 |
| Menardville and Railway Station. | C. Lamoureux. | 6 | 3 | (to Sept. 30, '06) | 6 25 |
| do do | A. Touchette. | 6 | 6 | from " | 25 00 |
| Milan and Railway Station. | J. D. Morrison. | 9 | 12 | " | 18 00 |
| Milan and Valvacine. | S. Barsalon. | 9 | 3 | " | 146 25 |
| Milan and Whitwick. | D. P. McDonald | 5 | 2 | " | 37 50 |
| Mile End and St. Jean de la Croix. | M. A. Campeau. | 6 | 6 | " | 117 00 |
| Miletta and Railway Station | M. A. Murray. | 143 yds. | 6 | " | 7 50 |
| Mille Isles and St. Jerome. | W. Elliott. | 12 | 3 | " | 150 00 |
| Minton and North Hatley. | A. Johnstone. | 24 | 3 | " | 45 00 |
| Mirable and St. Hermas R'y. Stn. | M. Desrosiers. | 15 | 6 | " | 48 45 |
| Mitchell Station and Railway Stn. | J. Beaulieu. | 6 | 12 | " | 30 00 |
| Mongenais, St. Justin and R'y. Stn | S. Lanthier. | 3 & 1 ¹ / ₂ | 6 & 12 | " | 175 50 |
| Montcalm and Rawdon. | H. Hanna. | 6 | 6 | " | 150 00 |
| Montcalm and Railway Station. | E. Vincent. | 11 | 12 | " | 105 00 |
| Montfort and Railway Station. | M. Boulaire. | 4 | 12 | " | 27 00 |
| Montreal and Mount Royal Vale | N. Desforges. | 4 ¹ / ₂ | 24 | " | 468 75 |
| Montreal and Mile End. | L. Lamoureux. | 2 | 12 | 3 " 16 d. (from Dec. 15, '06) | 177 71 |
| Montreal and Railway Stn (C.P.). | W. Heelan. | as req. | 9 | " | 3,863 25 |
| do do (G.N.). | M. A. Campeau. | 2 ¹ / ₂ | 12 | " | 540 00 |
| Montreal P.O. Receiving Houses and Street Letter Boxes. | Can. Transfer Co | as req. | 9 | " | 6,598 00 |
| Montreal-Conveyance and Letter Carriers. | Montreal Street Railway Co. | as req. | 9 | " | 2,658 04 |
| Montreal-Transfer of Mails at Bonaventure Depot. | Grand Trunk Railway Co. | as req. | 9 | " | 450 00 |
| Montreal P.O. and Bonaventure Depot (I.C.R. mails). | do | as req. | 25 | " | 708 44 |
| Montreal Xmas Delivery. | J. H. Galarneau. | as req. | 25 | " | 261 05 |
| do do | Can. Transfer Co | as req. | 25 | " | 21 70 |
| Montreal and Ste Cunegonde. | J. O'Dowd. | 1 ¹ / ₂ | 24 | 4 " 5 d. (to Nov. 5, '06). | 184 34 |
| do do | do | 1 ¹ / ₂ | 30 | 4 " 26 days (from Nov. 5, '06) | 244 61 |
| Montreal and St. Eustache. | W. Viau. | 21 ¹ / ₂ | 6 | 9 " Nov. 5, '06) | 483 75 |
| Montreal and Wharf. | W. Heelan. | 1 ¹ / ₂ | 12 | Part of season 1906. | 198 83 |
| Montreal and St. Laurent. | L. Lamoureux. | 6 | 6 | 6 mos. (from Oct. 1, '06) | 200 00 |
| Montreal and St. Leonard de PortM | A. Desautels. | 8 ³ / ₄ | 6 | 9 " " | 206 25 |
| Montreal P. O. and Station 'B' | Can. Transfer Co. | as req. | 9 | " | 1,200 75 |
| Montreal and Youville. | J. Richard. | 5 | 6 | 9 " " | 45 00 |
| Montreal South and Railway St'n. | F. X. Duquette. | 3 ³ / ₁₀ | 12 | 9 " " | 30 00 |
| Montreal West and Railway Station | D. J. Munro. | 230 yds. | 24 | 9 " " | 80 00 |
| Montreal West and Upper Kensington. | W. Stafford. | 1 ¹ / ₂ | 6 | 7 " and 16 dys. (from Aug. 15, '06). | 47 07 |
| Morin Flats and Railway Station. | F. E. Sadler. | 1 ¹ / ₂ | 12 | 9 " " | 36 00 |
| Morrison Station and Railway St'n. | C. Thibault. | 20 yds. | 6 | 9 " " | 15 00 |
| Moulin Charette and Railway St'n. | J. de Charette. | 1 ¹ / ₂ | 12 | 9 " " | 45 00 |
| Moulin Charette and St. Barnabé. | T. Boucher. | 5 | 6 | 5 " (from Nov. 1, '06) | 41 05 |
| Moulin Lacroix and St. Calixte de K N. | N. Lacroix. | 4 | 2 | 9 " " | 58 50 |
| Mount Johnson and St. Gregoire | do | as req. | 9 | " | 37 50 |
| Railway Station. | N. Bessette. | 1 ¹ / ₂ | 12 | 9 " " | 37 50 |
| Mount Oscar and Verte Vallee. | T. Aubry. | 2 | 6 | 9 " " | 56 25 |
| Napierville and Stottville. | P. Bourgeois. | 7 | 12 | 9 " " | 180 00 |
| New Erin and Railway Station. | J. Walsh. | 1 ¹ / ₂ | 12 | 9 " " | 45 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|------------------------|---------|
| | | | | | § cts. |
| New Glasgow and Railway Station. | A. Nickel | $\frac{1}{2}$ | 12 | 9 months | 39 00 |
| North Georgetown and Ry. Station. | C. Turcot | $\frac{1}{2}$ | 6 | 9 " | 45 00 |
| North Hatley and Railway Station. | B. A. Blossom | $\frac{1}{2}$ | 31 s. | | |
| | | | 18 w. | 4 " | 150 00 |
| North Hatley and Reed's Crossing. | J. H. Turner | $\frac{1}{2}$ | 12 | 2 " (from Feb. 1, '07) | 6 33 |
| North Stanbridge and Ry. Station. | D. Guillotte | $\frac{1}{2}$ | 12 | 6 " | 70 50 |
| North Stukely and Railway Station. | J. Marchessault | $\frac{1}{2}$ | 12 | 9 " | 93 75 |
| North Sutton and West Brome. | M. E. Darbe | $\frac{1}{2}$ | 2 | 3 9 " | 48 75 |
| Norton Creek, St. Rémi and Railway Station. | D. Tremblay | $9 \frac{1}{2}$ | 6 & 24 | 9 " | 337 50 |
| Notre Dame de L'Esperance and Ste. Julie de Vercheres. | N. Williams | 5 | 3 | 8 " (from Aug. 1, '06) | 33 33 |
| Notre Dame de la Mercie and St. Donat de Montcalm. | W. Ritchie | $11 \frac{3}{4}$ | 2 | 5 " (to Nov. 30, '06) | 47 91 |
| Notre Dame de la Mercie and St. Emile de Montcalm. | J. Beaulien | 9 | 2 | 3 " (to Sept. 30, '06) | 31 56 |
| Notre Dame de la Mercie and Ste. Lucie de Doncaster. | C. Crepeau | 10 | 3 | 6 " from " | 80 00 |
| Noyau and Railway Station. | W. J. Derick | 1 | 12 | 9 " | 117 38 |
| Outremont and Outremont Junction | W. Gauthier | $1 \frac{1}{2}$ | 6 | 9 " | 57 50 |
| Paquette and Railway Station. | A. Choquette | $1 \frac{3}{4}$ | 6 | 9 " | 75 00 |
| Parc Laval and Railway Station. | D. Vanier | 50 yds. | 12 | 9 " | 37 50 |
| Pearecton and Stanbridge East Railway Station. | A. Barber | 4 | 6 | 9 " | 87 00 |
| Petite Cote, Ste. Rose and Ste. Rose | D. Labelle | 3 | 2 | 9 " | 18 75 |
| Petite Mascouche and Ry. Station. | E. Gagnon | 100 ft. | 12 | 9 " | 27 00 |
| Peveril and Ste. Justine Station. | D. Menard | $2 \frac{1}{2}$ | 6 | 9 " | 75 00 |
| Philipsburg and St. Armand Station | F. Cadorette | 2 | 12 | 9 " | 142 50 |
| Piedmont and Railway Station. | P. Charbonneau | $\frac{1}{2}$ | 12 | 9 " | 75 00 |
| Pierreville and Pierreville Mills | L. C. Gauthier | $4 \frac{1}{2}$ | 6 | 9 " | 131 05 |
| Pierreville and Railway Station. | A. Gill | 500 yds. | 18 | 9 " | 154 44 |
| Pierrville and St. Zephirin. | D. Chase | 13 | 6 | 9 " | 356 25 |
| Pincourt and Terrebonne. | A. Gauthier | 4 | 2 | 9 " | 36 00 |
| Piopolis and Echo Vale Ry. Station | J. Gosselin | 8 | 6 | 3 " (to Sept. 30, '06) | 105 00 |
| do do | L. Levesque | 8 | 6 | 6 " from " | 210 00 |
| Pointe à Calumet and St. Joseph du Lac. | V. Labelle | 2 | 6 | 9 " | 56 25 |
| Pointe au Chêne and Ry. Station. | A. Mathews | 33 yds. | 12 | 9 " | 22 50 |
| Pointe aux Trembles and Rivière des Prairies. | F. Roy | $6 \frac{1}{4}$ | 6 | 9 " | 112 50 |
| Pointe Claire and Railway Station. | A. Brisebois | 1 | 18 s. | | |
| Point du Jour and St. Thomas d'Aquin. | A. Chabot | $3 \frac{1}{4}$ | 2 | 9 " | 33 75 |
| Pointe du Lac and Railway Station. | A. Biron | 1 | 12 | 2 " (to Aug. 31, '06) | 6 75 |
| do do | N. Duval | 1 | 12 | 7 " from " | 23 33 |
| Pont Chateau and St. Clément | O. H. Besner | 2 | 6 | 9 " | 63 00 |
| Pont de Maskinonge and Railway Station. | A. Laurent | $\frac{1}{2}$ | 18 | 9 " | 85 40 |
| Pont de Maskinonge and St. Justin. | E. Vermette | 5 | 6 | 9 " | 112 50 |
| Racine and Railway Station. | L. Belisle | $\frac{1}{2}$ | 12 | 9 " | 37 50 |
| Racine and South Ely. | N. Darby | $\frac{1}{2}$ | 6 | 9 " | 64 25 |
| Rang des Dusseau and St. Alexandre Station. | A. Goyette | $3 \frac{1}{2}$ | 2 | 9 " | 37 50 |
| Rang Portage and St. Didace. | C. Coutu | 5 | 3 | 9 " | 56 25 |
| Repentigny and St. Paul l'Ermite. | A. Perreault | 2 | 6 | 9 " | 60 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division.
&c.—Continued.

| Name of Route. | Name of Contractor | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--------------------|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Riceburg and Railway Station..... | M. C. Chrysler.. | $\frac{1}{4}$ | 6 | 9 months..... | 30 00 |
| Rigaud and Railway Station..... | J. Charlebois... | $\frac{1}{4}$ | 12 | 9 "..... | 50 00 |
| Rigaud and St. Redempteur..... | A. Quesnel..... | 6 | 6 | 9 "..... | 127 50 |
| Rivière Baule and St. Faustin Stn. | H. A. Maltby... | 5 | 2 | 9 "..... | 45 00 |
| Rivière des Feves and St. Urbain... | Z. Bergevin.... | 2 | 3 | 9 "..... | 37 50 |
| Robinson and Railway Station..... | E. Lockett..... | $\frac{1}{4}$ | 12 | 9 "..... | 54 75 |
| Rock Forest and Railway Station... | J. Simpson..... | $\frac{1}{4}$ | 6 | 9 "..... | 30 42 |
| Rock Forest and Suffield..... | E. E. Bean..... | 3 | 3 | 9 "..... | 68 25 |
| Rolland and Railway Station..... | J. O. Proteau... | $\frac{1}{4}$ | 12 | 9 "..... | 22 50 |
| Rosemere and Railway Station..... | A. Labelle..... | $\frac{1}{4}$ | 12 | 9 "..... | 18 75 |
| Rougemont Station and Railway Station..... | C. Ostigny..... | $\frac{3}{4}$ | 6 | 3 " and 15 d. (from Dec. 17, '06)..... | 14 53 |
| Roxton East and Roxton Falls..... | E. Dalpe..... | 5 | 2 | 9 "..... | 45 00 |
| Roxton Falls and Acton Railway Station..... | F. X. Legrand.. | 6 | 6 | 9 "..... | 225 00 |
| Roxton Falls and Railway Station... | J. Massé..... | $\frac{1}{4}$ | 12 | 9 "..... | 30 00 |
| Roxton Pond and Granby Railway Station..... | E. Lussier..... | 7 | 6 | 9 "..... | 131 25 |
| Russelltown and St. Chrysostome... | W. J. Costello.. | 3 | 6 | 9 "..... | 60 00 |
| St. Adèle and Railway Station.... | J. L. Aubert... | $1\frac{1}{2}$ | 12 & 18 | 9 "..... | 105 00 |
| St. Adolph de Howard and Ste. Agathe des Monts..... | H. V. Brayley.. | $7\frac{1}{2}$ | 6s. 3w. | 9 "..... | 150 00 |
| Ste. Agathe des Monts and Railway Station..... | N. Meunier..... | $\frac{3}{4}$ | 12, 18 | 9 "..... | 174 67 |
| Ste. Agathe des Monts and St. Agricole..... | M. Piché..... | 15 | ft only. | 9 "..... | 45 82 |
| Ste. Agathe des Monts and Ste. Lucie de Doncaster..... | G. Grenier..... | 10 | 6s. 3w. | 9 "..... | 167 30 |
| St. Aimé and Railway Station..... | E. Danis..... | $\frac{1}{3}$ | 12 | 9 "..... | 51 00 |
| St. Alexandre and Railway Station... | A. Lanier..... | 1 | 12 | 9 "..... | 75 00 |
| St. Alexis des Monts and St. Paulin. | A. Paille..... | 10 | 6 | 9 "..... | 150 00 |
| St. Angele de Monnoir and Railway Station..... | J. E. Boulais... | $\frac{1}{2}$ | 12 | 9 "..... | 45 00 |
| Ste. Anne de Bellevue and Railway Station..... | A. Lavigne..... | 1 | 18 | 9 "..... | 79 20 |
| Ste. Anne des Plaines and Railway Station..... | F. X. Gaudette.. | $\frac{1}{4}$ | 12 | 9 "..... | 56 25 |
| Ste. Anne de Sorel and Sorel..... | C. Baron..... | 3 | 6 | 9 "..... | 52 50 |
| Ste. Barbe and St. Stanislas de K. | A. Raymond.... | $4\frac{1}{2}$ | 6 | 9 "..... | 90 00 |
| St. Barnabe and Railway Station... | C. Langelier.... | $\frac{1}{4}$ | 12 | 9 "..... | 22 50 |
| St. Barnabe and Yamachiche..... | J. Pelletier.... | 12 | 6 | 9 "..... | 234 00 |
| St. Barthelemi and Railway Stn.... | T. Julien..... | $1\frac{1}{2}$ | 18 | 9 "..... | 95 61 |
| St. Barthelemi and St. Edmond.... | R. Mayer..... | $10\frac{1}{2}$ | 2 | 6 " (to Dec. 31, '06)..... | 49 60 |
| St. Barthelemi Stn. and Railway Station..... | M. Lemarbre.... | $\frac{3}{4}$ | 6 | 9 "..... | 18 75 |
| St. Bazile le Grand and Railway Station..... | E. Lalumiere.... | $\frac{1}{4}$ | 7 | 9 "..... | 37 50 |
| St. Bonaventure and St. François du Lac..... | M. Bourgeois... | 12 | 6 | 3 " (from Jan. 1, '07)..... | 94 50 |
| St. Bonaventure and St. Pie de Guire..... | T. Proulx..... | 4 | 6 | 6 " (to Dec. 31, '06)..... | 63 00 |
| St. Brigide and Railway Station... | P. Saurette.... | $1\frac{3}{4}$ | 12 | 9 "..... | 105 00 |
| St. Bruno and St. Julie de Vercheres..... | A. Hebert..... | 6 | 7 | 9 "..... | 131 25 |
| St. Calixte de Kilkenny and Railway Station..... | G. Therrien.... | $7\frac{1}{2}$ | 6 | 9 "..... | 180 00 |
| Ste. Cécile de Whitton and Railway Station..... | J. Belleau..... | $\frac{3}{4}$ | 12 | 9 "..... | 45 00 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Ste. Cecile Station and Railway Station..... | F. Leblond..... | 150 yds. | 12 | 9 months..... | 15 00 |
| St. Cesaïre and Railway Station..... | J. A. Robidoux..... | $\frac{3}{4}$ | 12 | 9 "..... | 30 00 |
| St. Cesaïre and Rougemont Railway Station..... | "..... | 3 | 6 | 3 " and 15 d. (from Dec. 17, '06)..... | 40 70 |
| St. Charles, St. Hilaire Station and St. Denis..... | H. Audette..... | 10 $\frac{1}{2}$ | 12 & 6 | 9 "..... | 450 00 |
| St. Charles and St. Marc..... | E. Fontaine..... | 1 $\frac{1}{4}$ | 12 | 9 "..... | 103 50 |
| St. Cleophas and Railway Station..... | S. Derosier..... | $\frac{1}{2}$ | 12 | 9 "..... | 49 50 |
| St. Clet and Railway Station..... | M. Besner..... | $\frac{1}{2}$ | 24 | 9 "..... | 67 50 |
| St. Clet and Ste. Marthe..... | H. Campeau..... | $\frac{1}{2}$ | 6 | 9 "..... | 180 00 |
| St. Columbin and Ste. Scholastique..... | M. J. Phelan..... | 14 | 6 | 9 "..... | 303 75 |
| St. Côme and Ste. Emelie..... | G. Grignon..... | 9 | 6 | 9 "..... | 209 25 |
| St. Constant and Railway Station..... | O. Robert..... | $\frac{1}{2}$ | 18 | 9 "..... | 75 00 |
| St. Cuthbert and Railway Station..... | A. Lessard..... | 3 | 12 | 9 "..... | 150 00 |
| St. Cuthbert Station and Railway Station..... | J. N. Belhumeur..... | $\frac{1}{2}$ | 12 | 9 "..... | 15 00 |
| St. Cyrille de W. and Railway Stn. F. Bourgeois..... | F. Bourgeois..... | $\frac{1}{2}$ | 24 | 9 "..... | 90 00 |
| St. Cyrille de W. and St. Joachim de C..... | D. Martel..... | 7 $\frac{1}{2}$ | 3 | 3 " (to Sept. 30, '06)..... | 27 50 |
| do do..... | A. Goudreau..... | $\frac{1}{2}$ | 3 | 6 " from "..... | 49 00 |
| St. Cyrille de W. and St. Lucien..... | D. Salois..... | 10 | 2 | 9 "..... | 106 11 |
| St. Damase and Railway Station..... | M. Chouinere..... | $\frac{1}{2}$ | 12 | 9 "..... | 45 00 |
| St. Damien de B. and St. Gabriel de B..... | A. Denomme..... | 6 | 6 | 6 " (to Dec. 31, '06)..... | 73 50 |
| do do..... | P. Dufresne..... | 6 | 6 | 3 " from "..... | 36 75 |
| St. David and Yamaska East..... | J. Langlais..... | 6 | 6 | 9 "..... | 92 50 |
| St. Denis and Contrecoeur Railway Station..... | E. Fontaine..... | 8 $\frac{1}{4}$ | 12 | 9 "..... | 235 11 |
| St. Didace and St. Gabriel de Brandon..... | L. Jacques..... | 6 | 6 | 9 "..... | 74 61 |
| St. Dominique and St. Hyacinthe..... | R. Paradie..... | 5 $\frac{3}{4}$ | 7 | 9 "..... | 245 85 |
| St. Donat de Montcalm and Ste. Lucie de Doncaster..... | C. Villeneuve..... | 15 | 6s, 3w | 9 "..... | 266 66 |
| St. Edmond de B. and St. Gabriel de B..... | R. Lauzon..... | 9 | 3 | 3 " (from Jan. 1, '07)..... | 36 75 |
| St. Edouard and St. Michel de N..... | V. Poissant..... | 4 $\frac{1}{2}$ | 6 | 9 "..... | 93 00 |
| St. Elie and Railway Station..... | M. Garceau..... | 4 $\frac{1}{2}$ | 6 | 9 "..... | 93 75 |
| St. Elizabeth and Railway Station..... | M. Jourdain..... | $\frac{1}{2}$ | 12 | 9 "..... | 54 00 |
| St. Elzear de Laval and St. Martin Junction..... | O. Ouimet..... | 2 | 6 | 9 "..... | 86 25 |
| Ste. Emelie de l'Énergie and St. Jean de Matha..... | M. Durand..... | 12 $\frac{1}{4}$ | 6 | 9 "..... | 186 75 |
| Ste. Emelie de l'Énergie and St. Michel des Saints..... | H. Basinet..... | 33 | 3 | 9 "..... | 430 50 |
| Ste. Emelie Junction and Railway Station..... | A. Robillard..... | $\frac{3}{4}$ | 6 | 9 "..... | 26 25 |
| St. Emile de M. and St. Theodore..... | L. Giguere..... | 8 $\frac{1}{2}$ | 2 | 5 " (to Nov. 30, '06)..... | 45 83 |
| St. Esprit and Ste. Julienne Railway Station..... | H. Duquette..... | 5 | 6 | 9 "..... | 93 75 |
| St. Etienne des G. and Trois Rivieres..... | O. Bellemare..... | 15 | 6 | 9 "..... | 225 00 |
| St. Eugene de Grantham and Railway Station..... | O. Marin..... | 3 $\frac{1}{2}$ | 12 | 9 "..... | 135 00 |
| St. Eugene de G. and S. Guillaume Station..... | C. Chamberland..... | 8 | 6 | 3 " (to Sept. 30, '06)..... | 74 50 |
| do do..... | J. Arpin..... | 8 | 6 | 6 " from "..... | 149 00 |
| St. Eustache and Railway Station..... | G. Lauzon..... | $\frac{1}{2}$ | 18 | 9 "..... | 54 00 |
| St. Eustache and St. Joseph du Lac..... | V. Labelle..... | 11 | 6 | 9 "..... | 225 00 |
| St. Faustin and Railway Station..... | J. A. Dansereau..... | 1 | 6 | 2 " (to Aug. 31, '06)..... | 16 66 |
| do do..... | O. Paré..... | 1 | 6 | 7 " from "..... | 49 58 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------------|--------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| St. Faustin Station and Railway Station | N. Belanger..... | 4 | 6 | 9 months | 18 75 |
| St. Felix de Valois and Railway Station | G. Gravel | 4 1/2 | 24 | 9 " | 150 00 |
| St. Felix de Valois and St. Jean de Matha | M. Houle | 8 | 6 | 6 " (to Dec. 31, '06) | 74 50 |
| do do | A. Ducharme..... | 8 | 6 | 3 " from " .. | 37 25 |
| St. Francois de Sales and Railway Station | S. Charbonneau..... | 12 | 9 | " | 36 75 |
| St. Francois du Lac and St. Pie de Guire | T. Proulx..... | 8 | 6 | 6 " (to Dec. 31, '06) | 87 00 |
| St. Francois Xavier de B. and Windsor Mills | J. Labbe..... | 4 | 6 | 9 " | 112 50 |
| St. Gabriel de Brandon and Railway Station | E. Beausoleil..... | 1 1/2 | 24 | 9 " | 135 00 |
| St. Genevieve and Saraguayville | I. Boileau..... | 3 | 3 | 9 " | 37 50 |
| St. Gerard d'Yamaska and Railway Station | O. Nadeau..... | 2 | 6 | 3 " (from Mch. 1, '07) | 5 83 |
| St. Germain de Grantham and Railway Station | P. Houle..... | 1 | 12 | 9 " | 54 00 |
| St. Guillaume and Railway Station | H. Chamberland..... | 1 1/2 | 12 | 3 " (to Sept. 30, '06) | 25 00 |
| do do | J. Arpin..... | 1 1/2 | 12 | 6 " from " .. | 50 00 |
| Ste. Helene and Railway Station | L. Dery..... | 1 3/4 | 12 | 9 " | 22 50 |
| St. Henri de Montreal and Railway Station | J. B. Breault..... | 1 1/2 | 48 | 42 9 " | 186 57 |
| St. Hernas and Railway Station | J. Laconbe..... | 4 | 6 | 9 " | 56 25 |
| St. Hermenegilde and Yilette | C. Morin..... | 3 | 3 | 9 " | 55 50 |
| St. Hilaire Station and Railway Station | F. Martin..... | 100 yds. | 42 | 9 " | 87 48 |
| St. Hilaire Station and St. Jean Baptiste de Rouville | E. Lemonde..... | 5 | 12 | 9 " | 168 75 |
| St. Hyppolyte de Kilkenny and Shawbridge | N. Nadon..... | 5 1/2 | 68 | 3w. 9 " | 131 25 |
| St. Hubert and Railway Station | A. David..... | 1 1/2 | 7 | 9 " | 48 75 |
| St. Hugues and Railway Station | A. Houle..... | 1 1/2 | 12 | 9 " | 58 50 |
| St. Hyacinthe and Railway Stn. (C.P.) | M. Cordeau..... | 1 1/2 | 12 | 9 " | 75 00 |
| do do (I.C.R.) | do | 1 1/2 | 12 | 9 " | 36 75 |
| do do (G.T.) | U. H. Robert..... | 1 1/2 | 12 | 14 9 " | 60 30 |
| do do (Q.S.) | Cadorette & Beaufre..... | 1 1/2 | 18 | 24 9 " | 103 42 |
| St. Hyacinthe and Street Letter Boxes | M. Cordeau..... | 4 1/2 | 12 | 9 " | 154 50 |
| St. Ignace du Lac and St. Zénon | I. Charette..... | 12 | 1 | 6 " (from Oct. 1, '06) | 40 00 |
| St. Isidore and Railway Station | J. A. Gregoire..... | 1 1/2 | 18 | 9 " | 81 00 |
| St. Isidore Junction and Railway Station | E. Baillargeon..... | 100 ft. | 12 | 9 " | 21 00 |
| St. Jacques and Ste. Marie Salomé Station | G. Forest..... | 11 r. t. | 12 | 9 " | 337 50 |
| St. Jacques le Mineur and St. Philippe | A. Duchene..... | 5 | 6 | 9 " | 126 00 |
| St. Jacques Nord and Railway Stn. | C. Pelletier..... | 1 | 12 | 9 " | 67 50 |
| St. Janvier and Railway Station | M. Sauriol..... | 1 1/2 | 12 | 9 " | 45 00 |
| St. Jean and Railway Stations | J. Barsalou..... | 1 1/2 | 62 | 9 " | 443 94 |
| St. Jean and St. Luc | M. Marsan..... | 6 | 6 | 9 " | 135 00 |
| St. Jerome and Railway Stn. (C.P.) | A. Charbonneau..... | 1 1/2 | 24 | 9 " | 75 00 |
| do do (G.N.) | do | 1 1/2 | 12 | 9 " | 18 75 |
| St. Joachim de B. and Railway Stn. | J. Allard..... | 1 1/2 | 12 | 9 " | 27 66 |
| St. Joachim de Shefford and Warden | M. B. Bachand..... | 7 | 6 | 9 " | 195 00 |
| St. Joseph de Sorel and Sorel | F. Peloquin..... | 1 1/2 | 6 | 9 " | 37 50 |
| St. Jovite and Railway Station | J. Meilleur..... | 1 1/2 | 6 | 9 " | 41 25 |
| St. Jovite Station and Railway Stn. | J. Longpre..... | 83 yds. | 6 | 9 " | 15 00 |
| St. Jude and Railway Station | F. X. Leblanc..... | 1 1/2 | 12 | 9 " | 22 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------------|--------------------|------------------------|-----------------------|---------|
| | | | | | \$ cts. |
| St. Julienne and Railway Station.. | D. Ethier. | 1 $\frac{1}{2}$ | 12 | 9 months | 93 75 |
| St. Lambert and Railway Station... | D. O. Davies.... | 12 | 9 | " | 27 00 |
| St. Lazare and Railway Station... | O. Pilon..... | 2 $\frac{1}{2}$ | 12 | 9 " | 105 00 |
| St. Lazare and Railway Station.... | T. Lapointe.... | 1 $\frac{1}{2}$ | 12 | 9 " | 105 00 |
| St. Louis de Bonsecours and Railway Station | A. St. Martin... | $\frac{1}{2}$ | 12 | 9 " | 30 00 |
| St. Louis de Gonzague and Railway Station | E. Campbell.... | 4 | 12 | 9 " | 202 50 |
| St. Louis Station and Railway Sta. | A. Roy..... | 110 yds. | 12 | 9 " | 26 25 |
| St. Madeleine and Railway Station.. | I. D. Rainville.. | 18 | 9 | " | 67 50 |
| St. Malo and Railway Station.... | C. Breault.... | 6 | 9 | " | 90 00 |
| St. Marcel and Cavignac Railway Station | G. Dumaine ... | 4 | 6 | 9 " | 149 61 |
| St. Marguerite Station and Railway Station..... | J. B. I. Prefontaine | 150 ft. | 12 | 9 " | 9 00 |
| St. Martine and Railway Station... | C. Primeau.... | 18 & 24 | 4 | " (to Oct. 31, '06).. | 39 14 |
| do do | P. Bedard | 5 | " | from " | 21 66 |
| St. Mathias and Village Richelieu.. | J. B. Adam | 3 $\frac{1}{2}$ | 6 | 9 " | 93 75 |
| St. Michel de Rougemont and Railway Station | C. Ostigny..... | $\frac{7}{10}$ | 12 | 9 " | 60 00 |
| St. Michel Station and Railway Station | E. Lahaie | 200 ft. | 6 | 9 " | 22 50 |
| St. Monique and St. Augustin Railway Station | L. Langevin.... | 2 | 6 | 9 " | 97 50 |
| St. Nazaire and Railway Station... | O. Vertefeuille.. | 3 $\frac{1}{2}$ | 7 | 9 " | 87 48 |
| St. Norbert and Railway Station... | H. Rondeau.... | 3 | 12 | 9 " | 129 75 |
| St. Ours and Railway Station..... | T. Peloquin.... | 2 $\frac{1}{2}$ | 12 | 9 " | 56 25 |
| St. Ours and St. Ours Lock | A. Proulx..... | 1 $\frac{1}{2}$ | 6 | 9 " | 56 25 |
| St. Paul and Railway Station..... | E. Latour..... | 1 | 18 | 9 " | 90 00 |
| St. Paul l'Ermite and Railway Sta. | C. Seguin..... | $\frac{1}{3}$ | 24 | 9 " | 112 50 |
| St. Paulin and Railway Station and Hunterstown | P. Giguere..... | 3 | 12 & 6 | 9 " | 112 50 |
| St. Philippe d'Argenteuil and Railway Station | M. Leclair | 1 | 12 | 9 " | 67 50 |
| St. Philippe de Laprairie and Railway Station | G. A. LeBlanc.. | $\frac{1}{2}$ | 18 | 9 " | 54 54 |
| St. Philomene and Railway Sta'n.. | F. Labrie | 2 $\frac{1}{2}$ | 6 | 9 " | 70 11 |
| St. Pie and Railway Station | J. Laperle.... | $\frac{1}{2}$ | 12 | 9 " | 27 00 |
| St. Pierre de Sorel and Sorel..... | S. Salvail..... | 4 | 2 | 9 " | 37 50 |
| St. Placide and Ste. Scholastique.. | B. Groulx..... | 11 $\frac{1}{2}$ | 6 | 9 " | 224 25 |
| St. Polycarpe and Railway Station. | M. Cote | $\frac{1}{2}$ | 24 | 9 " | 52 50 |
| St. Polycarpe Junction and Railway Station | F. Brouillard.... | 100 yds. | 12 | 9 " | 11 25 |
| St. Robert and Railway Station... | H. Dupré..... | $\frac{1}{6}$ | 12 | 9 " | 22 50 |
| St. Romain and St. Sebastien Railway Station | A. Collette.... | 8 | 6 | 9 " | 120 00 |
| St. Rosalie and Railway Station... | D. Vertefeuille . | $\frac{1}{2}$ | 12 | 9 " | 48 75 |
| St. Rose and Railway Station | J. Robert..... | 18 | 9 | " | 60 00 |
| St. Sauveur and Railway Station... | E. Aubrey..... | 12 | 9 | " | 27 75 |
| St. Scholastique and Railway Sta'n | A. Cyr..... | 14 | 24 | 9 " | 60 00 |
| St. Sebastien and Stanbridge Sta'n | E. Dupont..... | 6 $\frac{1}{2}$ | 12 | 9 " | 328 65 |
| St. Sebastien and Venice | T. Hunter..... | 3 $\frac{1}{2}$ | 2 | 9 " | 37 50 |
| St. Simon and Railway Station.... | J. A. Beauchamp | 1 | 12 | 9 " | 101 25 |
| St. Sophie du Lac and Railway Station | P. Traversy.... | $\frac{1}{6}$ | 12 | 9 " | 37 50 |
| St. Stanislas de K. and Railway Station | A. Raymond.... | $\frac{1}{6}$ | 12 | 9 " | 30 00 |
| St. Telesphore and Railway Station | E. Daoust..... | 1 $\frac{1}{2}$ | 12 | 9 " | 105 00 |
| St. Theodosie and Vercheres..... | W. Chagnon.... | 6 | 6 | 9 " | 120 00 |
| St. Therese and Railway Station... | M. Desjardins.. | $\frac{1}{2}$ | 29 | 9 " | 135 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division.
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|------------------------|---------|
| St. Thomas de Joliette and Railway Station. | H. Coutu. | 1 1/2 | 12 | 9 months | 70 41 |
| St. Timothee and Railway Station. | C. Leboeuf | 1 1/2 | 18 | 9 " | 100 11 |
| St. Urbain and Railway Station. | G. Bergevin | 4 | 6 | 9 " | 116 25 |
| Ste. Victoire and Sorel. | A. Paulhus. | 9 | 6 | 9 " | 202 50 |
| St. Vincent de Paul and Railway Station. | C. Hogue | 2 1/2 | 18 | 9 " | 96 36 |
| St. Zotique and Railway Station. | A. Leger | 2 | 12 | 9 " | 75 00 |
| Sabrevois and Railway Station | A. M. White. | | 12 | 9 " | 37 50 |
| Savage's Mills and Railway Station | H. T. Tamlin | | 6 | 9 " | 52 50 |
| Sawyerville and Railway Station. | H. H. Hunt | | 12 | 9 " | 37 50 |
| Scotch Weedon and Weedon Sta'n. | D. T. McDonald | 5 1/2 | 2 | 9 " | 39 00 |
| Scotstown and Railway Station | R. B. Scott | | 12 | 9 " | 56 25 |
| Shawbridge and Railway Station | D. Shaw. | | 12 | 9 " | 71 25 |
| Shawenegan and Railway Station. | P. Lapoince. | 1 | 12 | 9 " | 112 50 |
| Shawenegan Falls and Railway Station. | T. Lambert | 1/2 | 18 | 9 " | 112 50 |
| Shawenegan Junction and Railway Station. | L. Goulet | 1/2 | 12 | 9 " | 18 75 |
| Sherbrooke and Railway Statn's &c. | D. W. Armstrong | | as req. | 9 " | 660 00 |
| Sherbrooke and Stoke Centre. | J. Malenfant | 9 1/2 | 5 | 9 " | 195 00 |
| Sherrington and Railway Station. | F. X. Tremblay. | 2 1/2 | 12 | 9 " | 63 00 |
| Sixteen Island Lake and Railway Station. | T. Gandon | 1 1/4 | 12 | 9 " | 7 50 |
| Slatington and Windsor North. | P. Brouillard. | 5 | 3 | 9 " | 56 25 |
| Smith's Mills and Railway Station. | C. A. Jenkins | 4 | 12 | 9 " | 47 25 |
| Sorel and Railway Stations. | J. B. Cournoyer. | 4 | 18 & 12 | 9 " | 199 95 |
| South Bolton and Eastman Junction | S. W. Foster | 10 1/2 | 6 | 9 " | 13 50 |
| South Bolton and Mansonville Railway Station. | C. G. Greene. | 12 1/2 | 6 | 9 " | 202 50 |
| South Roxton and Railway Station. | A. D. Savage. | 75 yds. | 12 | 9 " | 15 00 |
| South Stukely and Railway Station | W. R. Johnston. | 3 1/2 | 6 | 9 " | 45 00 |
| Spring Hill and Railway Station. | D. M. McDonald | 250 yds. | 12 | 9 " | 30 00 |
| Spring Hill and Stornoway. | C. Bourque | 9 | 6 | 9 " | 171 00 |
| Stanbridge East and Railway Sta'n | R. Kidd | 43 rods | 12 | 9 " | 60 00 |
| Stanstead and Railway Station. | H. A. Channell. | 1/2 | 24 | 9 " | 37 50 |
| Stanstead Junction and Railway Station. | H. I. Bullock. | 60 yds. | 24 | 9 " | 36 00 |
| Staynerville and Railway Station. | N. Leclair | 30 yds. | 18 | 9 " | 202 50 |
| Stonefield and St. Philippe Ry. Stn | H. J. B. Chambers | 9 | 6 | 3 " (to Sept. 30, '06) | 75 00 |
| do do | G. Owen | 9 | 6 | 6 " from " " | 179 40 |
| Stonefield and Stonefield Heights. | R. C. Brown. | 1 1/2 | 3 | 9 " | 29 25 |
| Stornoway and Tolsta | A. McDonald. | 4 | 2 | 9 " | 32 25 |
| Summerlea and Dixie Railway Stn. | S. Constantineau | 1 1/2 | 12 | 9 " | 56 25 |
| Sutton and Railway Station. | D. S. Richford. | 1 1/2 | 12 | 9 " | 45 00 |
| Sutton and West Sutton. | J. B. Strong | 3 1/2 | 3 | 9 " | 45 00 |
| Sutton Junction and Railway Stn. | A. W. Westover | 30 yds. | 12 | 9 " | 56 25 |
| Sweetsburg and Railway Station. | J. Powers | 4 | 12 | 9 " | 56 25 |
| Terrebone and Railway Station | O. Lebeau | 5 1/2 | 24 | 9 " | 99 90 |
| Tretauville and Terminal Station. | O. Richard | 63 yds. | 12 | 6 " (from Oct. 1, '06) | 17 50 |
| Titus Station and Railway Station. | T. Ward. | 3 1/2 | 12 | 9 " | 37 50 |
| Trois Rivières and Railway Stn. | T. Chevalier | 49 | 9 | 9 " | 286 80 |
| Trois Rivières & Street Letter Boxes | do | 3 1/2 | 18 | 9 " | 90 00 |
| Valcourt and Railway Station. | J. Bisailon | 1 1/2 | 12 | 9 " | 73 50 |
| Valcourt and West Ely. | N. Moffatt. | 7 | 6 | 9 " | 127 50 |
| Valleyfield and Railway Stations. | E. Rapin. | 4 & 4 | 30 & 24 | 9 " | 148 47 |

\$ cts.

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|---------------------------|-------------|
| | | | | | \$ cts. |
| Valleyfield and Street Letter Boxes | E. Desparois... | 3 1/2 | 6 | 9 mos. (to Sept. 30, '06) | 9 00 |
| do do | J. B. Laniel | 3 1/2 | 6 | 6 " from " " | 35 00 |
| Valmorin and Railway Station | E. H. Dunham | 1 1/2 | 6 | 9 " " | 64 55 |
| Valois and Railway Station | P. H. Valois | 1 1/2 | 12 | 9 " " | 45 00 |
| Varennes and Railway Station | A. Malo | 1 1/2 | 18 | 9 " " | 55 50 |
| Vaucluse and Railway Station | M. Turcotte | 1 1/2 | 6 | 9 " " | 75 00 |
| Vaudreuil and Railway Station | E. Gauthier | 1 1/2 | 12 | 9 " " | 52 50 |
| Vercheres and Railway Station | L. Dulude | 1 1/2 | 18 | 9 " " | 54 00 |
| Versailles and Railway Station | N. Choquette | 1 1/2 | 12 | 9 " " | 46 80 |
| Village Richelieu and Railway Stn. | Z. Bessette | 1 1/2 | 18 | 9 " " | 50 67 |
| Village St. Onge and Railway Stn. | J. Marchand | 1 1/2 | 12 | 9 " " | 55 50 |
| Warden and Railway Station | L. E. Richardson | 1 1/2 | 12 | 9 " " | 75 00 |
| Waterloo and Railway Stations | J. P. Heath | 1 1/2 | 24 | 9 " " | 67 50 |
| Waterville and Railway Station | T. E. Hottham & Co. | 1 1/2 | 12 | 9 " " | 46 95 |
| Weir and Railway Station | C. M. Davis | 50 yds. | 6 | 9 " " | 7 50 |
| West Brome and Railway Station | C. E. Pettes | 1 1/2 | 12 | 9 " " | 58 50 |
| West Shefford and Railway Station | W. J. Glasscott | 1 1/2 | 12 | 9 " " | 37 50 |
| White's Station and Railway Stn. | W. Watson | 100 ft. | 6 | 3 " (to Sept. 30, '06) | 6 25 |
| do do | W. H. Crawford | 100 ft. | 6 | 6 " from do " | 12 50 |
| Wickham West and Railway Stn. | F. Cormier | 1 1/2 | 12 | 9 " " | 33 75 |
| Windsor Mills and Ry. Stn. (G. T.) | P. L. McCabe | 400 ft. | 12 | 9 " " | 93 60 |
| do do | M. Pye | 400 ft. | 6 | 9 " " | 48 00 |
| do do (O. M.) | do | 1 1/2 | 12 | 9 " " | 135 00 |
| Woodlands and Railway Station | G. Faubert | 1 1/2 | 12 | 9 " " | 45 00 |
| Yamachiche and Railway Station | N. Gelinas | 1 3/4 | 12 | 9 " " | 41 25 |
| Yamaska and Railway Station | A. B. Robidoux | 1 3/4 | 18 | 9 " " | 56 25 |
| Yamaska East and Railway Station | A. Lassalle | 63 yds. | 18 | 9 " " | 33 75 |
| Total | | | | | \$79,861 51 |
| Less amount withdrawn from Guarantee Fund | | | | | 124 03 |
| | | | | | \$79,737 48 |

APPENDIX B—Continued.

OTTAWA POSTAL DIVISION.

DETAIL of all Payments for Mail Transportation in Ottawa Postal Division, made within the Fiscal Year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|--------------------|------------------------|---------------------------------------|---------|
| | | | | | \$ cts. |
| Admaston, McDougall and Railway Station. | H. Munhall. | 6 & 2 | 3 | 6 months (from Oct. 1, 1906) | 100 00 |
| Alexandria and Kirkhill. | J. Dewar. | 11 | 6 | 6 " and 18 days (to Feb. 18, '07). | 162 20 |
| do do | A. McMillan | 11 | 6 | 1 month and 19 d. (from Feb. 18, '07) | 52 50 |
| Alexandria and McCrimmon. | M. McLeod. | 9 | 6 | 9 months | 285 00 |
| Alexandria and Railway Station. | A. J. McDonald. | 1 | 24 & 18 | 9 " and extra trips. | 104 81 |
| Alice and Montebello. | O. Larocque. | 11 | 6 | 9 " | 296 25 |
| Alfred and Railway Station. | H. Pilon. | 3 | 12 | 9 " | 75 00 |
| Algonquin and Brockville. | A. Throop. | 10½ | 6 | 9 " | 281 25 |
| Algonquin and Glenmore. | C. J. Johns. | 3 | 3 | 9 " | 90 00 |
| Algonquin Park and Railway Station. | G. Bartlett. | 40 yds. | 12 | 9 " | 7 50 |
| Alice and Pembroke. | A. F. Stresman. | 11 | 1 | 9 " | 41 25 |
| Allumette Island and Pembroke. | M. McGuire. | 7 | 2 | 9 " | 85 50 |
| Almonte and Clayton. | R. T. Whalen. | 19 | 6 | 9 " | 164 25 |
| Almonte and McKinlay. | T. Durriseac. | 20 r. t. | 3 | 9 " | 131 25 |
| Almonte and Railway Station. | H. Cochran. | ¼ | 36 | 9 " | 112 32 |
| Althorpe and Maberly. | W. J. Norris. | 10½ | 2 | 9 " | 88 75 |
| Angers and Cousineau. | B. Valliere. | 6 | 2 | 3 " (to Sept. 30, '06). | 12 50 |
| do do | L. Campeau. | 6 | 2 | 6 " from " " | 25 00 |
| Angers and Railway Crossing. | V. Moncion. | ¼ | 12 | 9 " | 67 50 |
| Apple Hill and Martintown. | M. J. McMartin. | 5 | 6 | 9 " | 150 00 |
| Apple Hill and Railway Station. | D. D. Grant. | ¼ | 24 | 9 " | 107 64 |
| do do | (C.P.) E. D. McDonald. | 3 | 3 | 3 " (from Jan. 1, '07) | 18 75 |
| Appleton and Carleton Place. | E. Kitts. | 4½ | 12 | 9 " | 138 00 |
| Archer and Bouck's Hill. | J. Warren. | 8½ | 3 | 9 " | 63 00 |
| Arklan and Rosetta. | T. Young. | 3 | 2 | 9 " | 23 40 |
| Arnprior and Railway Stations. | J. J. Grace. | ¼ & ½ | 12 & 30 | 9 " | 326 25 |
| do do | (C.P.) A. Doolan. | ½ | 12 | 9 " | 150 00 |
| Arnprior and White Lake. | A. McNab. | 12 | 6 | 9 " | 298 50 |
| Ashdad and Railway Station. | T. Brydges. | 25 feet. | 3 | 9 " | 18 75 |
| Ashton and Prospect. | W. Burrows. | 11 | 3 | 8 " (to Feb. 28, '07). | 132 00 |
| do do | do | 11 | 6 | 1 " from " " | 37 50 |
| Ashton and Railway Station. | N. H. Conn. | 2 | 6 | 9 " | 75 00 |
| Astorville and Wisawasa. | N. Ouellete. | 6 | 3 | 9 " | 117 00 |
| Augsburg and Eganville. | J. Wodtke. | 3 | 3 | 9 " | 52 50 |
| Aultsville and Bush Glen. | G. Summers. | 10 | 2 | 9 " | 68 79 |
| Aultsville and East Williamsburg. | W. Pruner. | 4½ | 3 | 9 " | 56 25 |
| Aultsville and Nuddle Bush. | H. L. Casselman | 4 | 3 | 9 " | 33 75 |
| Avonmore and Railway Station. | S. E. Shaver. | ¼ | 24 | 9 " | 150 00 |
| Aylwin and Railway Station. | H. Anderson. | 2 | 12 | 9 " | 150 00 |
| Bainsville and Curry Hill. | J. E. Curry. | 3 | 3 | 9 " | 60 00 |
| Bainsville and Railway Station. | D. D. McCuaig. | ¼ | 12 | 6 " and 14 days (to Jan. 14, '07). | 32 33 |
| do do | do | ¼ | 24 | 2 " and 17 dys. (from Jan. 14, '07). | 25 33 |
| Balderson and Prestonvale. | W. McFarlane. | 5 | 3 | 9 " | 52 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Balvenie and Strain's Corners | J. Holly | 1 | 4 | 9 months | 30 00 |
| Barb and Railway Station | A. A. LeRoy | 3 | 6 | " | 152 58 |
| Bark Lake and Barry's Bay | R. Skuce | 5½ | 1 | " | 30 00 |
| Barry's Bay and Railway Station | W. Kirwin | 300 yds. | 11 | " | 46 80 |
| Barryvale and Railway Station | J. Barry | 150 yds. | 6 | 3 " (to Sept. 30, '06). | 8 75 |
| do do | J. Wilson | ¼ | 6 | 1 month and 15 days, (broken period). | 3 90 |
| do do | J. Barry | 150 yds. | 6 | 1 " and 5 days (to Dec. 31, '06). | 3 90 |
| do do | F. Smith | ¼ | 6 | 2 months and 25 d. (from Jan. 7, '07). | 8 17 |
| Baskatong and Maniwaki | A. Nault | 36 | 1 | 9 " " | 181 25 |
| Bassin du Lievre and Railway Stn. | L. Proulx | ½ | 6 | 9 " " | 37 50 |
| Beachburg and Railway Station | J. E. Thacker | 13 | 6 | 9 " " | 288 00 |
| Bearbrook and Vars | I. H. Lemond | 3 | 6 | 9 " " | 105 00 |
| Bell Mount and Otter Lake | J. J. Dagenais | 12 | 3 | 9 " " | 234 00 |
| Bell Rapids and Purdy | J. Hicks | 8 | 1 | 8 " " | 56 25 |
| Bell's Corners and Ottawa | T. W. Benn | 10 | 6 | 3 " and 15 dys. (from Dec. 17, '06). | 114 85 |
| Belmeade and Reid's Mills | J. D. McPhail | 3½ | 3 | 9 " " | 58 50 |
| Berwick and Glenpayne | J. D. McInnis | 3½ | 3 | 9 " " | 60 00 |
| Berwick and Railway Station | J. W. Hutt | 3½ | 12 | 9 " " | 53 82 |
| Bishop's Mills and Prescott | W. Baker | 16 | 6 | 9 " " | 366 75 |
| Bissett-Creek and Railway Station | B. Barlow | 200 yds. | 12 | 1 " 16 days (to Aug. 16, '06). | 3 20 |
| do do | R. B. Corrigan | 200 yds. | 12 | 1 " 14 days (to Sept. 30, '06). | 3 04 |
| do do | A. J. Stewart | 200 yds. | 12 | 6 " from Sept. 30, '06) | 12 48 |
| Blackburn and Orleans | J. Farmer | 3 | 2 | 6 " (to Dec. 31, '06) | 27 77 |
| do do | M. Moss | 3 | 2 | 3 " from " " | 13 88 |
| Black Donald and Mount St. Patrick | J. Moore | 10 | 1 | 9 " " | 45 00 |
| Black River Depot and Dumoine | R. A. Ralph | 22 | 1 | 3 " (from Jan. 1, '07) | 31 25 |
| Blakeney and Railway Station | R. F. Stewart | 9 170 | 6 | 9 " " | 48 75 |
| Blue Sea Lake and Railway Station | J. St. Jean | 1 | 6 | 9 " " | 27 00 |
| Boileau and St. Remi de Amherst | G. C. Bellenger | 11 | 3 | 9 " " | 105 00 |
| Boileau and Vernet | O. Charron | 3 | 2 | 9 " " | 37 50 |
| Bois Franc and Maniwaki | H. Dufour | 9 | 1 | 9 " " | 33 75 |
| Booth and Dumoine | J. R. Booth | 48 | 1 | 6 " (to Dec. 31, '06) | 125 00 |
| Booth and Schyan | do | 40 | 1 | 3 " from " " | 43 75 |
| Bonfield and Chiswick | B. Perron | 10 | 2 | 9 " " | 120 00 |
| Bonfield and Railway Station | M. Cahill | 1 | 12 | 9 " " | 112 50 |
| Bonn-chere and Killaloe Station | W. A. George | 25½ | 2 | 9 " " | 315 00 |
| Borromee and Orleans | T. Vachon | 4 | 1 | 9 " " | 26 25 |
| Bouchette, Railway Station and Six Portages | F. Nault | 5 & 2 | 7 & 6 | 9 " " | 100 50 |
| Bouek's Hill and Froatburn | A. Froats | 4 | 2 | 9 " " | 26 25 |
| Bowesville and Railway Station | H. Graham | 3 | 6 | 9 " " | 90 06 |
| Braeside and Railway Station | J. Gillies | 1 170 | 12 | 9 " " | 37 50 |
| do do | Gillies Bros | 1 170 | 12 | 9 " " | 0 75 |
| Bradley Creek and Lemieux | J. Leroux | 3½ | 3 | 9 " " | 39 00 |
| Bray's Crossing and Ry. Crossing | E. Kelly | 300 yds. | 2 | 9 " " | 15 00 |
| Bradalbane and Vankleek Hill | C. Campbell | 5 | 3 | 9 " " | 56-25 |
| Brennan and Railway Station | A. Robinson | 300 yds. | 12 | 3 " 3 days (to Oct. 3, '06) | 15 49 |
| do do | M. Smith | 300 yds. | 12 | 5 " 28 days (from Oct. 3, '06) | 9 84 |
| Bristol and Railway Station | J. Laird | 3½ | 6 | 9 " " | 103 29 |
| Bristol Mines and Wyman | J. Ade | 4½ | 6 | 9 " " | 105 00 |
| Bristol Ridge and Caldwell | S. A. W. Horner | 2½ | 3 | 9 " " | 37 50 |
| Britannia Bay and Railway Station | B. McAmmond | 185 yds. | 18 | 3 " (to Sept. 30, '06) | 9 37 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------------------|------------------------|---------------------------|---------|
| | | | | | \$ cts. |
| Britannia Bay and Railway Stn.... | L. Wood..... | 185 yds. | 18 | 6 mos. from Sept. 30, '06 | 18 76 |
| Brockville and Morristown..... | R. H. Eyre..... | 2 | 6 | 9 " | 123 75 |
| Brockville and Ry. Stn. (C.P.R.) | W. J. Clow..... | 1 | 26 | 6 " (to Dec. 31, '06) | 72 00 |
| do do | W. Lee..... | 1 | 26 | 3 " from " | 36 00 |
| Brockville—Transfer of mails..... | W. J. Clow..... | 20 yds. | 24 | 6 " (to Dec. 31, '06) | 125 00 |
| do do | W. Lee..... | 20 yds. | 24 | 3 " from " | 75 00 |
| Brockville and Street Letter Boxes. | J. McKenna..... | 3 ³ / ₄ | 12 | 9 " | 112 50 |
| Brodie and Glen Robertson..... | W. Sabourin..... | 5 | 6 | 9 " | 151 50 |
| Bromley and Douglas..... | A. W. Ross..... | 2 ¹ / ₂ | 3 | 9 " | 60 00 |
| Brooke and Weyss..... | E. Donnelly..... | 3 | 2 | 9 " | 36 75 |
| Brudenell and Killaloe Station..... | R. Acton..... | 9 ³ / ₄ | 6 | 1 " (to July 31, '06) | 32 50 |
| do do | T. Hagarty..... | 9 ³ / ₄ | 6 | 8 " from " | 260 00 |
| Brulé Lake Station and Ry. Stn..... | T. H. Barnet..... | 150 yds. | 12 | 9 " | 22 50 |
| Bryson and Portage du Fort..... | J. Brownlee..... | 8 | 6 | 9 " | 90 00 |
| Bryson and Railway Station..... | do..... | 5 | 12 | 9 " | 74 25 |
| Buchanan and Chalk River..... | I. J. Walker..... | 10 | 1 | 9 " | 60 00 |
| Buckingham and Mayo..... | J. O'Callaghan..... | 8 | 3 | 9 " | 102 75 |
| Buckingham and Notre Dame de la Salette..... | G. Latour..... | 18 | 6s.3w. | 9 " (less fine)..... | 347 50 |
| Buckingham and Railway Station..... | C. W. Pearson..... | 3 | 24 | 9 " | 225 00 |
| Budd Mills and Golden Lake..... | J. W. Budd..... | 4 ¹ / ₂ | 2 | 9 " | 63 75 |
| Burk's Corners and North Nation Mills..... | J. Bricault..... | 5 | 1 | 9 " | 32 75 |
| Burnstown and Renfrew..... | J. Harris..... | 8 | 6 | 9 " | 129 75 |
| Burnstown and Springtown..... | A. Wilson..... | 5 ¹ / ₂ | 3 | 9 " | 67 50 |
| Burritt's Rapids and North Montague..... | H. Thompson..... | 7 | 2 | 9 " | 75 00 |
| Calabogie and Railway Station... | T. H. Baxter... | ¹ / ₄ | 12 | 9 " | 65 52 |
| Caldwell and McKee..... | R. Horner..... | 1 | 6 | 9 " | 37 50 |
| Caldwell's Mills and Railway Stn..... | M. McDonald..... | ³ / ₄ | 12 | 9 " | 45 00 |
| Caledonia Springs and Railway Stn. | I. Lalonde..... | 350 yds. | 18 & 12 | 9 " | 78 75 |
| Caledonia Springs and Ritchance..... | do..... | 1 ¹ / ₂ | 6 | 9 " | 45 00 |
| Calumet Island and Dunraven..... | J. O'Hare..... | 1 ¹ / ₂ | 6 | 9 " | 88 50 |
| Calumet Island and Railway Stn..... | J. E. Cahill..... | 1 ¹ / ₂ | 13 | 9 " | 67 49 |
| Calvin and Wilson's Spur..... | J. Wilson..... | 250 yds. | 3 | 9 " | 45 00 |
| Cambridge and Railway Station..... | O. Maybotte..... | 50 yds. | 6 | 9 " | 18 75 |
| Campbell's Bay and Railway Stn..... | T. E. Mousseau..... | 40 yds. | 12 | 9 " | 18 75 |
| Campbell's Bay and Smith's Corners | D. D. Smith..... | 3 | 2 | 9 " | 37 56 |
| Canaan and Sarsfield..... | N. Daoust..... | 3 | 6 | 9 " | 67 50 |
| Canmamore and Chesterville..... | M. Robinson..... | 11 | 6 | 9 " | 225 00 |
| Cantley and Kirk's Ferry..... | M. Reid..... | 3 | 6 | 9 " | 120 00 |
| Cantley and Lucerne..... | C. Paquin..... | 16 ¹ / ₂ | 2 | 9 " | 187 50 |
| Cardinal and Railway Station..... | T. J. Dillon..... | 1 | 14 | 9 " | 75 35 |
| Cardinal and Shanly..... | C. E. Bush..... | 8 ¹ / ₂ | 6 | 9 " | 225 00 |
| Carleton Place and McCreary..... | D. Sinclair..... | 4 | 6 | 9 " | 142 50 |
| Carleton Place and Railway Station. | J. McFarlane..... | 48 | 9 | 9 " | 230 63 |
| do do | P. P. Salter..... | 3 ¹ / ₂ | 6 | 9 " | 58 75 |
| Carlsbad Springs and Railway Stn. | J. Boyd..... | 12 | 9 | 9 " | 51 48 |
| Carp and Huntley..... | W. H. Bleeks..... | 4 | 6 | 9 " | 165 00 |
| Carp and Railway Station..... | do..... | 12 | 9 | 9 " | 60 84 |
| Carsonby and North Gower..... | B. Eastman..... | 3 ¹ / ₂ | 3 | 9 " (to Sept. 30, '06). | 15 00 |
| do do | do..... | 3 ¹ / ₂ | 6 | 9 " from " | 50 00 |
| Carswell and Railway Station..... | A. Stewart..... | 500 yds. | 3 | 9 " | 37 50 |
| Cascades and Railway Station..... | S. E. Wilson..... | 12 | 12 | 9 " | 45 00 |
| Cashion's Glen and Cornwall..... | T. Laplante..... | 12 | 3 | 9 " | 212 10 |
| Casselman and Lemieux..... | J. Leroux..... | 8 | 3 | 9 " | 165 00 |
| Casselman and Railway Station..... | A. Lalonde..... | 250 yds. | 24 & 18 | 9 " and extra trips.. | 26 23 |
| Casselman and St. Albert..... | J. Chartrand..... | 6 ¹ / ₂ | 6 | 3 " (to Sept. 30, '06). | 47 50 |
| do do | J. B. Ouimet..... | 6 ¹ / ₂ | 6 | 6 " from " | 95 00 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|--------------------|------------------------|--------------------------------------|---------|
| | | | | | \$ cts. |
| Castile and Rochefort..... | T. Mullen..... | 4 | 3 | 9 months..... | 87 75 |
| Castleford and Castleford Station..... | W. J. Humphries..... | 2 $\frac{1}{2}$ | 6 | 9 "..... | 142 50 |
| Castleford Station and Railway Stn..... | G. McLaren..... | 200 yds. | 12 | 9 "..... | 45 00 |
| Cawood and Danford Lake..... | G. Foster..... | 8 | 12 | 9 "..... | 78 00 |
| Cedar Hill and Pakenham..... | H. H. Connery..... | 5 $\frac{1}{2}$ | 3 | 3 " (to Sept. 30, '06). | 26 25 |
| do do..... | J. Connery..... | 5 $\frac{1}{2}$ | 3 | 6 " from "..... | 52 50 |
| Chalk River and Railway Station..... | T. Field..... | 200 yds. | 3 | 9 "..... | 45 00 |
| Chapeau and Waltham Station..... | A. S. Maloney..... | 9 $\frac{1}{2}$ | 6 | 9 "..... | 151 50 |
| Chard and Pendleton..... | M. I. Brown..... | 4 | 3 | 9 "..... | 37 50 |
| Charlton and Heaslip..... | J. K. Dugan..... | 8 $\frac{1}{2}$ | 3 | 2 " (to Aug. 31, '06). | 50 00 |
| do do..... | C. Burnham..... | 8 $\frac{1}{2}$ | 3 | 7 " from "..... | 224 58 |
| Charteris and Greer Mount..... | S. Harrison..... | 8 | 4 | 9 "..... | 168 75 |
| Chartrand and Navan..... | E. Chartrand..... | 3 | 6 | 9 "..... | 75 00 |
| Chelsea and Old Chelsea..... | B. Kenny..... | 14 | 6 | 9 "..... | 37 50 |
| Chelsea and Railway Station..... | H. B. Prentiss..... | 12 | 12 | 9 "..... | 90 00 |
| Cheneville and Duhamel..... | J. Carriere..... | 13 | 2 | 9 "..... | 78 00 |
| Cheneville and Papineauville..... | J. Lisette..... | 22 | 6 | 9 "..... | 299 25 |
| Chesterville and Crysler..... | P. Onderkirk..... | 12 | 6 | 3 " (to Sept. 30, '06). | 61 25 |
| do do..... | D. I. Empey..... | 12 | 6 | 6 " from "..... | 156 50 |
| Chesterville and Morrisburg..... | R. McDonell..... | 18 $\frac{1}{2}$ | 6 | 9 "..... | 292 50 |
| Chesterville and Railway Station..... | T. Flynn..... | 14 | 24 | 9 "..... | 150 00 |
| do do (night service)..... | F. Foster..... | 14 | 12 | 3 " (to Sept. 30, '06). | 30 00 |
| do do do..... | T. Flynn..... | 14 | 12 | 2 " (to Nov. 30, '06). | 18 33 |
| do do do..... | F. Dwyer..... | 14 | 12 | 4 " from "..... | 52 00 |
| Chichester and Nichabau..... | J. Dunn..... | 5 | 2 | 9 "..... | 58 50 |
| Christys Lake and Manion..... | A. D. Chaplin..... | 7 | 3 | 9 "..... | 74 25 |
| Chute aux Bluets and St. Jovite..... | J. Therien..... | 7 | 3 | 9 "..... | 75 00 |
| Clarence and Railway Station..... | N. Lavergne..... | 3 | 12 | 9 "..... | 266 25 |
| Clarence Creek and Orient..... | E. Lalonde..... | 5 | 2 | 9 "..... | 45 00 |
| Clarence Creek and Railway Stn..... | P. Brunette..... | 1 | 36 | 9 "..... | 82 50 |
| Clarence Creek and Vinette..... | E. Vinette..... | 3 $\frac{1}{2}$ | 2 | 9 "..... | 30 00 |
| Clayton and Halpenny..... | N. Halpenny..... | 5 | 1 | 9 "..... | 25 50 |
| Clayton and Rosetta..... | J. Nolan..... | 9 $\frac{1}{2}$ | 3 | 9 "..... | 121 87 |
| Clayton and Tattock..... | N. J. Rintoul..... | 11 | 3 | 9 "..... | 84 75 |
| Clement and Wright..... | T. Clement..... | 8 | 1 | 5 " (from Nov. 1, '06). | 35 00 |
| Clontarf and Cormac..... | R. Milroy..... | 10 | 3 | 9 "..... | 210 00 |
| Cobalt and Giroux Lake..... | J. J. Edwards..... | 4 | 6 | 9 "..... | 300 00 |
| Cobalt and Railway Station..... | J. F. Presley..... | 100 yds. | 12 | 9 "..... | 45 00 |
| Cobden and Osceola..... | J. Ross..... | 22 | 3 | 6 " (to Dec. 31, '06). | 107 50 |
| do do..... | T. Bates..... | 22 | 3 | " from "..... | 74 50 |
| Cobden and Railway Station..... | N. S. Campbell..... | 14 | 24 | 6 " (to Dec. 31, '06). | 36 50 |
| do do..... | J. Ross..... | 14 | 24 | 3 " from "..... | 31 00 |
| Colquhoun and Dumbar..... | J. J. Colquhoun..... | 11 $\frac{1}{2}$ | 3 | 9 "..... | 136 50 |
| Combermere and Craigmont..... | J. P. O'Brien..... | 7 | 3 | 9 "..... | 37 50 |
| Combermere and Railway Station..... | J. C. Hudson..... | 13 | 6 | 9 "..... | 75 75 |
| Corbeil and Railway Station..... | M. Nelan..... | 3 $\frac{1}{2}$ | 3 | 9 "..... | 30 00 |
| Cornwall and Railway Stn., (G.T.)..... | J. McFarlane..... | 1 | 1 | 9 "..... | 15 00 |
| do do (N.Y. & O.)..... | D. J. McDonald..... | 1 $\frac{1}{2}$ | 12 | 9 "..... | 187 50 |
| Cornwall and St. Andrews W..... | J. N. Crawford..... | 8 | 3 | 9 "..... | 112 50 |
| Cornwall and Street Letter Boxes..... | D. J. McDonald..... | 4 | 12 | 9 "..... | 189 75 |
| Cornwall and Warina..... | J. N. Crawford..... | 20 | 3 | 9 "..... | 168 75 |
| Cornwall Centre and Millercheses..... | P. Tyo..... | 2 $\frac{1}{2}$ | 3 | 9 "..... | 51 00 |
| Cottsville and Thornloe..... | F. Coutts..... | 3 | 2 | 9 "..... | 56 25 |
| Cross Lake and Madawaska..... | W. R. Pilgrim..... | 13 | 1 | 9 "..... | 39 00 |
| Crysler and Railway Station..... | J. Smirl..... | 4 $\frac{1}{2}$ | 12 | 9 "..... | 65 25 |
| Cullton and Douglas..... | P. Cull..... | 4 | 2 | 9 "..... | 52 50 |
| Cumberland and Railway Station..... | D. W. McDonald..... | 24 | 12 | 9 "..... | 146 25 |
| Curran and Railway Station..... | N. Lalonde..... | 24 | 12 | 9 "..... | 112 50 |
| Cushing and Little Rideau..... | J. Little..... | 4 $\frac{1}{2}$ | 6 | 9 "..... | 105 00 |
| Cyrville and Ottawa..... | A. Cyr..... | 3 | 6 | 3 " 15 dys. (from Dec. 17, '06)..... | 43 61 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|---------------------------------|---------|
| | | | | | \$ cts. |
| Dacre and Esmonde | P. Curry | 6 | 2 | 9 months | 45 00 |
| Dacre and Griffith | J. Varrin | 8 | 3 | 9 " | 150 00 |
| Dacre and Railway Station | J. Legree | 9 | 6 | 9 " | 186 75 |
| Dalkeith and Railway Station | O. McLeod | 4 | 12 | 9 " | 46 80 |
| Danford Lake and Railway St'n | H. Heeney | 5 | 6 | 9 " | 112 50 |
| Daniston and Ottawa | L. Proulx | 10½ | 6 | 9 " | 228 75 |
| Darcyville and Micaville | E. P. Kelly | 6 | 1 | 9 " | 25 50 |
| Davidson and Railway Station | F. N. Brennan | 35 ft. | 12 | 9 " | 90 75 |
| Davis Mills and Pembroke | R. E. Davis | 8 | 1 | 9 " | 37 50 |
| Deux Rivieres and Halfway | R. N. Sweezy | 14 | 1s. 3w. | 9 " | 130 87 |
| Deux Rivieres and Railway Station | T. Legge | 4 | 12 | 9 " | 41 25 |
| Diamond and Kimburn | J. McMillan | 3½ | 3 | 9 " | 72 00 |
| Dixon and Wales | H. Barthe | 7 | 6 | 9 " | 168 75 |
| Dixons Corners and Dundela | I. Dixon | 4 | 6 | 9 " | 74 25 |
| Doherty and Rutledge | D. Doherty | 3 | 2 | 3 " from Jan. 1, '07. | 12 50 |
| Dominionville, Maxville and Ry. Stn | W. Dousett | 3½ | 6 | 3 " (to Sept. 30, '06). | 29 54 |
| do do | A. Seguin | 3½ | 6 | 6 " from " " | 67 50 |
| Douglas and Ry. Station (G.T.R.) | T. Enright | 13 | 12 | 9 " | 73 50 |
| do do (C.P.R.) | T. Neville | 4 | 12 | 9 " | 36 75 |
| Doyle and Sheensborough | M. Neels | 12 | 1 | 9 " | 57 00 |
| Duclos and East Aldfield | E. Kingsbury | 6 | 2 | 9 " | 37 50 |
| Duclos and Wakefield | F. Perron | 15 | 6 | 9 " | 161 25 |
| Dunbar and Grantley | W. L. Hait | 5 | 3 | 9 " | 71 25 |
| Dunrobin and Railway Station | J. Smyth | 21½ | 3 | 9 " | 300 00 |
| Dyer and Moose Creek | F. McRae | 3 | 3 | 9 " | 37 50 |
| Earlton and Hilliardton | E. A. Chrysler | 6½ | 3 | 4 " 14 days (from Nov. 17, '06) | 72 50 |
| Earlton and Railway Station | A. E. Brasher | 3 | 6 & 12 | 9 " | 76 67 |
| Easton's Corners and Ry. Station | J. R. Spry | 3 | 6 | 9 " | 135 00 |
| Easton's Corners and Wolford Centre | W. H. Gardiner | 5½ | 3 | 9 " | 58 50 |
| East Templeton and Ry. Station | A. Lariviere | 1 | 12 | 9 " | 82 50 |
| Eauclaire and Galston | J. S. McDonald | 7 | 2 | 9 " | 75 00 |
| Eauclaire and Railway Station | A. Ryan | 4 | 12 | 9 " | 75 00 |
| Eddyville and Railway Crossing | F. X. Trepanier | 50 yds. | 12 | 9 " (from Nov. 1, '06) | 8 33 |
| Edwards and Railway Station | T. H. Jacques | 100 yds. | 12 | 9 " | 23 40 |
| Eganville and Faymouth | J. Tenant | 15½ | 3 | 9 " | 178 42 |
| Eganville and Germanicus | A. Sack | 10 | 3 | 9 " | 72 00 |
| Eganville and Ry. Station (C.P.R.) | B. P. Hartney | 4 | 12 | 9 " | 43 87 |
| do do (G.T.R.) | J. Bulger | 1½ | 12 | 9 " | 60 84 |
| Eganville and Perrault | M. Power | 6½ | 1 | 9 " | 36 00 |
| Elm and Railway Crossing | T. B. Carruthers | 1½ | 3 | 3 " 4 days (to Oct. 4, '06) | 9 13 |
| Elmside and Railway Station | M. M. McCredie | 3½ | 6 | 9 " | 93 75 |
| Embrun and Lontinville | L. Mah-w | 3½ | 6 | 9 " | 93 75 |
| Embrun and Railway Station | J. Bruyere | 7 | 12 | 9 " | 56 16 |
| Emmett and Killaloe Station | C. J. O'Grady | 5½ | 2 | 9 " | 52 27 |
| Englehart and Railway Station | E. A. MacLeod | 1½ | 6 | 1 " 9 days (to Dec. 9, '06) | 6 60 |
| do do | do | ½ | 12 | 3 " 22 d. (from Dec. 9, '06) | 38 40 |
| Ettyville and Pendleton | H. McCauley | 3 | 3 | 9 " | 45 00 |
| Fabre and Ville Marie | W. Gagne | 12½ | 1 | 9 " | 70 33 |
| Fairfield East and Railway Station | S. E. Johns | 3½ | 3 | 9 " | 26 25 |
| Fallowfield, Richmond and Railway Station | J. Todd | 6 & 7½ | 6 | 9 " 15 d. (from Dec. 17 '06) | 101 76 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division.
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|---------------------|--------------------|------------------------|----------------------------|---------|
| Farran's Point and Osnabruk Centre. | J. A. Cameron. | 6 | 6 | 9 months | 142 50 |
| Farran's Point and Railway Station | J. A. Sheets. | 12 | 9 | " | 52 50 |
| Farrellton and Railway Station | E. M. Farrell. | 12 | 9 | " | 45 00 |
| Farrellton and Stagsburn | A. Cruikshank. | 5 | 2 | 9 | 40 62 |
| Farmers Union and Ry. Siding | W. A. Lafaver. | 3½ | 6 | 3 " (from Jan. 1, '07) | 20 83 |
| Fasselt and Railway Station | F. Thomas. | 3½ | 12 | 9 | 37 50 |
| Ferme Neuve and Rapide de L'Original | L. Lafontaine. | 12 | 3 | 9 | 225 00 |
| Feroma and Railway Station | J. Daly | 200 yds. | 6 | 5 " (from Nov. 1, '06) | 10 42 |
| Fieldville and Venosta | P. Mahoney | 5½ | 2 | 9 | 26 25 |
| Finch and Goldfield. | J. McMahon | 2½ | 3 | 9 | 48 75 |
| Finch and Railway Stations | D. G. McMillan | ½ & ¾ | 12 | 9 | 154 07 |
| Fitzroy Harbour and Galetta | S. R. Learmonth | 4 | 6 | 9 | 219 75 |
| Fitzroy Harbour and Woolblaw | H. Weatherden. | 10 | 6 | 9 | 198 75 |
| Fleury and Railway Station. | A. Bean. | 500 ft. | 12 | 9 | 0 75 |
| Flower Station and Ry. Station | S. M. Lyon | 17½ | 12 | 9 | 18 75 |
| Folger Station and Railway Station | W. Lee | 13½ | 12 | 9 | 18 75 |
| Fort Coulonge and Leclair. | C. Germain. | 4½ | 2 | 9 | 46 31 |
| Fort Coulonge and Railway Station | T. S. Jewell. | 12 | 9 | " | 55 50 |
| Fort Coulonge and Schyan. | G. E. Jewell. | 35 | 1 | 6 " (to Dec. 31, '06). | 50 00 |
| Fort William and Pembroke. | A. S. Maloney | 22 | 6 | 9 | 225 00 |
| Fort William and Wharf | J. McCool. | 140 yds. | ..... | Part of season to 1906 | 5 00 |
| Fournier and Routhier | H. Blaney | 8½ | 6 | 6 months (to Dec. 31, '06) | 99 50 |
| do do | N. Howes | 8½ | 6 | 3 " from " | 62 50 |
| Franktown and Railway Station | R. Pierce. | 1½ | 12 | 9 | 110 00 |
| Gagnon and McAuley's Siding. | O. Gagnon. | 100 yds. | 6 | 9 | 15 00 |
| Galbraith and Middleville. | J. Hogg | 7 | 2 | 9 | 45 00 |
| Galetta and Railway Station | S. W. Beswick. | ¼ | 12 | 9 | 44 46 |
| Gaudette and Kippewa | J. Cunningham. | 21 w. 40 s. | 1 | 9 | 112 50 |
| Gillies' Depot and Railway Station | Gillies Bros. | ¼ | 12 | 9 | 0 75 |
| Glasgow Station and Railway Stn. | J. B. Hutson | 50 yds. | 12 | 9 | 46 80 |
| Glen Brook and Williamstown | D. McCrimmon. | 4½ | 6 | 5 " (from Nov. 1, '06) | 52 08 |
| Glen Robertson and N. Lancaster. | R. McPhee | 24½ | 6 | 9 | 321 07 |
| Glen Robertson and Railway Stn. | N. Laframboise. | 100 yds. | 18 & 24 | 9 " and extra trip. | 51 27 |
| Glen Roy and Munro's Mills. | R. D. McDougall | 4 | 3 | 6 " (to Dec. 31, '06). | 36 59 |
| Glen Snaill and Spencerville. | E. Ellis | 3 | 2 | 9 | 30 09 |
| Glen View and Smith's Falls | W. Sheridan. | 6 | 2 | 3 " (to Sept. 30, '06). | 20 00 |
| do do | W. H. Lyle. | 6 | 2 | 6 " from " | 40 00 |
| Golden Lake and Railway Station | J. Larochelle | 1 | 12 | 3 " (to Sept. 30, '06). | 15 00 |
| do do | J. C. Thur. | 1 | 12 | 6 " from " | 47 00 |
| Golden Lake and Zadow | A. Zadow | 5 | 3 | 9 | 63 75 |
| Goldwin and Vinton | M. Flynn. | 3 | 3 | 9 | 39 00 |
| Gouman and Shamrock | E. Sammon. | 5 | 1 | 9 | 30 00 |
| Gracefield and Lake Cayamont. | E. Mercier. | 12 | 1 | 9 | 70 50 |
| Gracefield and McBean | J. Childs | 4 | 3 | 9 | 58 50 |
| Gracefield and Northfield Farm. | P. St. Jacques. | 8 | 6 | 9 | 150 00 |
| Grant and Railway Station | A. Charlebois. | 3 | 6 | 9 | 112 50 |
| Great Desert and Lake Talon. | E. Tremblay. | 4½ | 1 | 9 | 45 00 |
| Greenfield and Railway Station. | J. J. Cameron. | 1 | 24 | 9 | 63 65 |
| Green Valley and Railway Station. | D. A. McDougall | ¼ | 24 | 9 | 54 00 |
| Green Valley and St. Raphael West | J. Andre | 7½ | 6 | 9 | 126 75 |
| Griffith and Matawatchan | A. R. McPherson | 13 | 2 | 9 | 123 75 |
| Groveton and Spencerville. | A. Henderson | 3 | 2 | 9 | 45 00 |
| Guigues and Ville Marie | J. Lavigne. | 11 | 3 | 4 " (to Feb. 28, '07) | 156 00 |
| do do | E. Paquin. | 11 | 6 | 1 " from " | 29 17 |
| Haileybury and Railway Station. | G. T. Hamilton. | ½ | 12 | 9 | 117 00 |
| Haileybury and Ville Marie. | J. Lavigne. | 13 | 6 | 9 | 600 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division.
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week | Period. | Amount. |
|--|---------------------|-----------------------|-----------------------|---------------------------------|---------------------|
| | | | | | \$ cts. |
| Haley's Station and Queen's Line. | J. C. Anderson. | 6 | 2 | 9 months | 45 00 |
| Halversen and Masham Mills | J. Moore | 10 | 3 | 9 " | 113 63 |
| Hammond and Railway Station | A. Gendron. | $\frac{1}{2}$ | 12 | 9 " | 30 00 |
| Hanbury and New Liskeard | E. Cragg | 6 | 2 | 9 " | 75 00 |
| Hardwood Lake and Palmer Rapids | C. B. Marquardt. | 11 | 2 | 9 " | 78 00 |
| Harrison's Corners and Railway Stn | C. McDonald. | $\frac{1}{4}$ | 6 | 9 " | 33 94 |
| Hawkesbury and L'Original | G. H. Pharand | 6 | 12 | 9 " | 176 25 |
| Hawkesbury and Calumet Ry. Stn. | W. Lawlor | 5 | 6 | 9 " | 300 00 |
| Hawkesbury and G. T. Railway Stn | B. McManus. | $\frac{1}{2}$ | 24 | 9 " | 93 60 |
| Hawkesbury and Stepney | E. C. Smith | $\frac{1}{2}$ | 6 | 9 " | 37 50 |
| Hawthorne and Railway Station | A. F. Graham. | $\frac{1}{4}$ | 6 | 9 " | 48 75 |
| Heaslip and Railway Station | J. Clark | $\frac{1}{2}$ | 6 | 4 " (to Oct. 31, '06) | 20 00 |
| do do | F. L. Heaslip. | $\frac{1}{2}$ | 12 | 5 " from " | 50 00 |
| Heaslip and Tomstown | F. Haley | 3 | 3 | 4 " 19 d. (from Nov. 12, '06) | 35 00 |
| Heckston and Hyndman | W. D. Robinson | 3 | 3 | 9 " | 37 50 |
| Hazledean and Stittsville | J. A. Cummings | 3 $\frac{1}{2}$ | 6 | 9 " | 112 50 |
| Henry and L'Original | L. Tessier | $\frac{1}{2}$ | 3 | 9 " | 75 00 |
| Herbert's Corners and Railway Stn | J. Herbert | 7 | 6 | 9 " | 116 25 |
| Heyworth and Railway Station | M. J. Moore. | 2 | 6 | 9 " | 65 00 |
| High Falls and Post Road | P. Pichette. | $\frac{1}{2}$ S. 2 W. | 6 | 9 " | 75 00 |
| Hopefield and Wilno | M. Daly. | 6 | 3 | 4 " 5 days (to Nov. 5, '06) | 23 65 |
| Hopetown and Lanark | T. Stewart | 7 | 3 | 9 " | 55 50 |
| Hopetown and White | W. Bradford. | 12 $\frac{1}{2}$ | 2 | 1 " 20 days (to Aug. 20, '06) | 13 86 |
| do do | G. Jordan | 12 $\frac{1}{2}$ | 2 | 7 " 11 days (from Aug. 20, '06) | 61 14 |
| Huberdean and St. Remie Amherst | F. Leboux | 9 | 3 | 9 " | 129 75 |
| Hull Railway Station and Ottawa | E. Masson | | | | 412 4 $\frac{1}{2}$ |
| Hull and Simmons | B. A. Simmons. | 8 | 2 | 9 " | 67 50 |
| Hull and Street Letter Boxes | E. Masson | | 12 | 9 " | 112 50 |
| Hunter's Point and Kippewa | P. Kelly. | 24w. 26s | 1 | 9 " | 146 25 |
| Hurdman's Bridge and Ottawa, &c. | M. Fagan | 13 $\frac{1}{2}$ | 3 | 5 " 16 days (to Dec. 16, '06) | 51 43 |
| Inkerman and Suffel's Crossing | G. B. Daniels. | 2 | 24 | 9 " | 199 50 |
| Inlet and Thurso | J. Berndt | 20 $\frac{1}{2}$ | 3 | 9 " | 292 50 |
| Inni-ville and Perth | B. I. Rathwell. | 20 | 6 | 9 " | 318 75 |
| Irena and Rowena | W. J. Mullin | 3 | 6 | 9 " | 75 00 |
| Ironside and Railway Station | J. L. Levesque. | $\frac{1}{2}$ | 12 | 5 " (to Nov. 30, '06) | 16 67 |
| do do | L. Cyr | $\frac{1}{2}$ | 12 | 4 " (from Nov 30, '06) | 13 33 |
| Iroquis and Pleasant Valley | J. Adams. | 14 | 3 | 3 " (to Sept. 30, '06) | 36 75 |
| do do | B. Larabie. | 14 | 3 | 6 " (from Sept. 30, '06) | 125 00 |
| Iroquis and South Mountain | J. Boyd. | 15 | 6 | 9 " | 234 75 |
| Jarnac and Ripon | J. B. Lacombe. | 8 | 1 | 9 " | 56 25 |
| Jasper and Railway Station | H. S. Moffatt. | $\frac{1}{2}$ | 12 | 9 " | 33 75 |
| Jessop Falls and Plantagenet | F. McKinnon. | 4 | 6 | 9 " | 71 25 |
| Jocko River and Railway Station | G. B. Campbell | 1 $\frac{1}{2}$ | 6 | 3 " (to Sept. 30, '06) | 12 50 |
| do do | W. B. Wilson | 1 $\frac{1}{2}$ | 6 | 6 " (from Sept. 30, '06) | 25 00 |
| Jockvale and Ottawa | C. Watt | 16 | 6 | 9 " | 356 25 |
| Johnstons Corners and South Gloucester | M. Stackpole. | 2 | 6 | 9 " | 55 50 |
| Joseph Farm and Maniwaki | J. Miller, sr. | 8 | 3s. 1 w | 9 " | 45 00 |
| Joynt and North Wakefield | R. Joynt. | 9 $\frac{1}{2}$ | 3 | 6 " (to Dec. 31, '06) | 90 00 |
| do do | D. Joynt. | 9 $\frac{1}{2}$ | 3 | 3 " (from Dec. 31, '06) | 45 00 |
| Jules and Lake St. Mary | A. Phillon | 10 | 1 | 9 " | 75 00 |
| Kazubazua and Lake St. Mary | H. Anderson | 6 | 6 | 1 " (to Oct. 31, '06) | 17 00 |
| Kazubazua and Railway Station | T. Marks. | 2 $\frac{1}{2}$ | 6 | 9 " | 33 16 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|--------------------|------------------------|--------------------------|---------|
| \$ cts. | | | | | |
| Kemptville and Kemptville Junction Railway Station..... | H. Hutchins..... | 2 | 24 | 9 months..... | 74 88 |
| Kemptville and Merrickville..... | W. White..... | 19½ | 6 | 9 "..... | 468 75 |
| Kemptville and Millar's Corners..... | R. H. Dunlop..... | 11¼ | 6 | 9 "..... | 277 50 |
| Kemptville and North Rideau..... | A. W. Powell..... | 5½ | 2 | 9 "..... | 60 00 |
| Kemptville and Railway Station..... | S. C. Patterson..... | 1 | 18 | 9 "..... | 157 50 |
| Kemptville Junction and Railway Station..... | W. L. Hadden..... | 150 yds. | 12 | 2 " (from Feb. 1, '07) | 0 17 |
| Killaloe Station and Railway Stn..... | M. Holly..... | 100 yds. | 12 | 9 "..... | 46 95 |
| Killaloe Station and Ruby..... | D. Doyle..... | 6 | 3 | 9 "..... | 71 25 |
| Kilmarnock and Smith's Falls..... | W. H. Hunter..... | 7 | 2 | 9 "..... | 72 00 |
| Kinburn and Limestone..... | J. Findlay..... | 4 | 2 | 9 "..... | 37 50 |
| Kinburn and Panmure..... | E. D. Osborn..... | 14 | 6 | 9 "..... | 161 25 |
| Kinburn and Railway Station..... | do..... | ¼ | 12 | 9 "..... | 46 80 |
| Kingsmere and Railway Station..... | W. P. Murphy..... | 4 | 6 | Part of season 1906..... | 30 00 |
| Kippewa and Railway Station..... | J. D. Fraser..... | 200 yds. | 6 | 9 months..... | 28 11 |
| Kirk's Ferry and Railway Station..... | M. Reid..... | ½ | 12 | 9 "..... | 22 50 |
| Klock and Railway Station..... | T. G. Carpenter..... | ½ | 12 | 9 "..... | 39 78 |
| Knightington and Railway Station..... | J. Knight..... | 225 yds. | 6 | 9 "..... | 18 75 |
| Labelle and Minerve..... | A. B. Desmarteau..... | 14½ | 2 | 9 "..... | 131 25 |
| Labelle and Railway Station..... | N. Nault..... | ½ | 12 | 9 "..... | 75 00 |
| Lac des Ecores and St. Gerard de Montarville..... | N. Nantel..... | 12 | 2 | 9 "..... | 105 00 |
| Lac des Isles and St. Gerard de Montarville..... | E. Dufour..... | 9 | 1 | 1 " (from Mar. 1, '07) | 6 67 |
| La Conception and La Conception Station..... | J. Giroux..... | 5½ | 6 | 9 "..... | 101 25 |
| La Conception and Railway Station..... | B. St. Jean..... | 300 yds. | 6 | 9 "..... | 45 00 |
| Lac Windigo and Railway Station..... | G. Nantel..... | 15½ | 1 | 6 " (to Dec. 31, '06). | 50 09 |
| Lac Windigo and Ste. Emile de Suffolk..... | do..... | 15½ | 1 | 3 " (from Dec. 31, '06) | 25 00 |
| Ladysmith and Martins Lake..... | M. J. Larose..... | 5 | 1 | 9 "..... | 30 00 |
| Lake Dore and Osceola..... | M. Dick..... | 9½ | 6 | 9 "..... | 175 50 |
| Lake St. Mary and Lemay..... | F. Nault..... | 3 | 6 | 9 "..... | 45 00 |
| Lake St. Mary and Railway Station..... | do..... | 8½ | 6 | 3 " (to Sept. 30, '06). | 24 25 |
| do do..... | W. Kelly..... | 8½ | 6 | 3 " (to Dec. 31, '06). | 37 33 |
| do do..... | B. Emond..... | 8½ | 6 | 3 " from "..... | 56 00 |
| Lake Talon and Railway Station..... | C. Lamarche..... | 100 yds. | 12 | 9 "..... | 75 00 |
| Lalonde and Platenet..... | H. Roy..... | 5 | 3 | 9 "..... | 67 50 |
| La Macaza and Railway Station..... | A. D. Lapointe..... | 2 | 3 | 9 "..... | 58 50 |
| Lanmermoor and Lavant Station..... | D. McInnes..... | 14 | 3 | 9 "..... | 176 25 |
| Lanark and Middleville..... | C. Dodds..... | 7 | 6 | 9 "..... | 172 50 |
| Lanark and Perth..... | M. Murphy..... | 12 | 6 | 9 "..... | 498 00 |
| Lanark and Watson's Corners..... | G. Fair..... | 7 | 6 | 9 "..... | 120 00 |
| Lancaster and Williamstown..... | A. Major..... | 5 | 6 | 9 "..... | 146 25 |
| Lancaster and South Lancaster..... | E. Gillespie..... | 1 | 12 | 3 " (to Sept. 30, '06). | 31 25 |
| do do..... | T. Caron..... | 1 | 12 | 6 " from "..... | 62 50 |
| L'Annonciation and Railway Stn..... | E. Danis..... | ½ | 6 | 9 "..... | 37 50 |
| L'Annonciation and Ste. Veronique..... | P. Chalut..... | 14½ | 3 | 9 "..... | 150 00 |
| La Passe and Westmeath..... | N. Gratton..... | 9 | 3 | 6 " (to Dec. 31, '06). | 62 50 |
| do do..... | E. Bertrand..... | 15 r.t. | 6 | 3 " from "..... | 48 75 |
| Latchford and Railway Station..... | H. A. McNeil..... | 90 yds. | 12 | 9 "..... | 0 75 |
| Letterkenney and Rockingham..... | J. Gallagher..... | 6 | 1 | 9 "..... | 37 50 |
| Line Bank and Manotick Station..... | G. M. Brown..... | 3½ | 3 | 9 "..... | 59 25 |
| Link and Railway Station..... | D. Lunnan..... | 25 yds. | 12 | 9 "..... | 0 75 |
| Lochaber Bay and Railway Station..... | L. J. Scott..... | ½ | 6 | 9 "..... | 31 50 |
| Loch Winnock and Railway Stn..... | A. J. Lindsay..... | 3½ | 3 | 9 "..... | 67 50 |
| Ladere and Watson's Corners..... | J. Lorimer..... | 7 | 2 | 9 "..... | 48 75 |
| L'Original and Calumet Railway Stn..... | T. Hunault..... | 3 | 6 | 9 "..... | 262 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

| Name of Route. | Name of Contractors. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------------|--------------------|------------------------|-------------------------------------|---------|
| | | | | | \$ cts. |
| Lord's Mills and Prescott | J. Weir | 7 | 2 | 9 months | 105 00 |
| Lorrainville and St. Isidore de Pontiac | J. Archambault. | 9 | 1 | 9 " | 39 00 |
| Lorrainville and Ville Marie | J. Bellehumeur. | 6 | 3 | 9 " | 84 37 |
| Low and Railway Station | H. Boland | 4 | 12 | 9 " | 54 00 |
| Lumsden's Mills and Railway Stn. | J. Lumsden | 4 | 6 | 9 " | 18 75 |
| Luskville and Railway Station | E. Desbiens | 2 | 6 | 9 " | 60 00 |
| Mc Alpine and Railway Station | F. N. Carriere | 50 ft | 6 | 9 " | 36 00 |
| McBean and Whitefish Lake | A. Lafreniere | 4 | 3 | 3 " (to Sept. 30, '06) | 41 25 |
| do do | do | 4 | 1 | 6 " from " | 27 50 |
| McCool and Milberta | W. Montgomery | 5½ | 1 | 9 " | 24 99 |
| McDonald's Corners and Snow Road Station | W. A. McCulloch | 25 r.t. | 6 | 9 " | 277 50 |
| McKee and Railway Station | G. B. Morrison. | 50 yds. | 12 | 9 " | 15 00 |
| McMillan's Corners and Strathmore | D. McIntosh | 4½ | 3 | 9 " | 44 16 |
| McReynold's Corners and Oxford Station | P. McReynolds. | 5½ | 3 | 8 " (17 days (from July 15, '06)... | 55 53 |
| Maberly and Pratt Corners | J. Foster | 7 | 1 | 9 " | 22 50 |
| Maberly and Railway Station | J. Manders | 1½ | 6 | 9 " | 81 90 |
| Mackey's Station and Railway Stn. | K. Morgan | 50 yds. | 6 | 9 " | 15 00 |
| McDougall and Oak Grove | S. F. Brown | ½ | 3 | 3 " (to Sept. 30, '06). | 6 25 |
| Madawaska and Railway Station | W. G. McKay | 60 yds. | 12 | 6 " from " | 10 00 |
| Malakoff and Railway Station | A. Haggins | 12 | 6 | 9 " | 176 25 |
| Maniwaki and Montcerf | J. B. Nault. | 15 | 6 | 9 " | 150 00 |
| Maniwaki and Railway Station | A. A. Rochon. | 5½ | 12 | 9 " | 63 75 |
| Maniwaki and River Joseph | L. Levesque | 8 | 1 | 9 " | 40 50 |
| Manotick and Railway Station | W. A. Wilson | 3½ | 6 | 9 " | 97 50 |
| Maple Ridge and Railway Station | R. Latham | 1½ | 6 | 8 " (to Feb. 28, '07). | 49 33 |
| do do | F. McKee | 1½ | 6 | 1 " from " | 6 17 |
| Marvelville and St. Onge | J. B. Bourgie | 11½ | 6 | 9 " | 206 25 |
| Maryland and Railway Station | S. Smith | 40 ft. | 12 | 9 " | 15 00 |
| Maryland and Rutledge | P. Flaberty | 11 | 2 | 9 " | 63 75 |
| Maryland and Weirstead | C. S. Cosgrove | 3 | 1 | 6 " (to Dec. 31, '06)... | 10 00 |
| do do | C. Smith | 3 | 1 | 3 " from " | 5 00 |
| Masson and Railway Station | A. Larose | 4 | 12 | 9 " | 30 00 |
| Mattawa and Railway Station | J. B. Belanger | 3 | 20 | 9 " | 243 05 |
| Mattawa and Town Hall Ry. Stn. | N. A. Timmins. | 3 | 6 | 9 " | 60 00 |
| Maxville and Railway Station | W. Dousett | 300 yds. | 18 | 9 " and extra trips | 89 59 |
| Maxville and Riceville | W. H. Metcalfe. | 17½ | 6 | 9 " | 447 75 |
| Meach Lake and Railway Station | J. Nelson | 5 | 6 | 9 " Part of season 1906 | 33 33 |
| Melvin and Winchester | P. Hitsman | 4 | 3 | 1 mth. (from Mar. 1, '07). | 7 50 |
| Merrickville and Newnmanville | G. E. Johnston. | 5½ | 2 | 7 mos. (to Jan. 31, '07). | 56 00 |
| Merrickville and Railway Station | J. Mills | 12 | 36 | 9 " | 219 25 |
| Metcalfe and North Osgoode | H. A. Morrison. | 3 | 3 | 9 " | 60 00 |
| Metcalfe and Ottawa | J. Simpson | 20 | 6 | 9 " | 375 00 |
| Metcalfe and Russell | J. Watt | 9½ | 6 | 9 " | 225 00 |
| Micavale and Perth | L. S. Byrne | 9 | 4 | 9 " | 140 25 |
| Milberta and New Liskeard | J. A. Pritchard. | 12½ | 3 | 9 " | 253 12 |
| Milleroches and Railway Station | G. W. Kezar | 4 | 12 | 9 " | 45 00 |
| Monckland Station and Railway Station | W. R. McIntosh. | 150 yds. | 24 | 9 " | 75 00 |
| Montebello and Railway Station | N. Charette | 3 | 24 | 9 " | 75 00 |
| Montebello and St. Amedee | E. McLuskey | 7 | 2 | 9 " | 75 00 |
| Montpellier and Ripon | A. Lemerie | 7 | 2 | 9 " | 37 42 |
| Montreal River, Temagami and Temiscaming Station | Shepard & Morse Lumber Co. | 26 & 25 | 3 | 9 " | 150 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-------------------------------|---------------------|------------------------|-------------------------------|---------|
| | | | | | \$ cts. |
| Moose Creek and Railway Station | M. Lizette | $\frac{1}{2}$ | 24 | 6 mos. (to Dec. 31, '06). | 35 00 |
| do do | J. G. Munro | $\frac{1}{2}$ | 24 | 3 " from " | 36 25 |
| Moose Creek and Sandringham | T. Dorey | 4 $\frac{1}{2}$ | 6 | 6 " (to Dec. 31, '06). | 59 50 |
| do do | J. G. Munro | 4 $\frac{1}{2}$ | 6 | 3 " from " | 29 75 |
| Morehead and Railway Station | D. Clark | $\frac{1}{2}$ | 6 | 9 " " | 15 00 |
| Morrisburg and Waddington | D. Roach | 3 | 6 | 9 " " | 56 25 |
| Morrisburg and Winchester | W. Ross | 17 | 6 | 9 " " | 232 50 |
| Moulinette and Railway Station | D. R. Gunn | 120 yds. | 12 | 3 " (to Sept. 30, '06). | 15 00 |
| do do | C. A. Harrison | 120 yds. | 12 | 2 " (to Nov. 30, '06). | 10 00 |
| do do | A. Foley | 120 yds. | 12 | 4 " from " | 20 00 |
| Mountain and Railway Station | S. W. Van Allen | $\frac{1}{2}$ | 24 | 9 " " | 75 12 |
| Mountain and Reid's Mills | T. Christie | 7 $\frac{1}{2}$ | 6 | 9 " " | 116 06 |
| Mountain and South Mountain | M. F. Barkley | 3 $\frac{3}{4}$ | 12 | 9 " " | 48 75 |
| Mountain and Van Camp | W. Douglas | 3 $\frac{1}{2}$ | 6 | 9 " " | 62 81 |
| Mount St. Patrick and Railway Stn. | T. J. Hunt | 8 $\frac{1}{2}$ | 3 | 9 " " | 111 00 |
| Mowat and Railway Station | T. Manion | 1 $\frac{1}{2}$ | 1 | 9 " " | 90 00 |
| Muldoon, Railway Stn. and Steels | J. J. Muldoon | 3 $\frac{3}{4}$ & 5 | 6 & 3 | 9 " " | 160 80 |
| Murray City and New Liskeard | P. Gibbons | 21 | | 9 " " | 262 50 |
| Navan and Railway Station | J. Clark | $\frac{1}{2}$ | 12 | 9 " " | 75 00 |
| Newington and Railway Station | G. F. Jardine | $\frac{1}{2}$ | 12 | 9 " " | 56 16 |
| New Liskeard and Railway Station | J. Mason | 1 | 18 & 24 | 9 " " | 290 85 |
| New Liskeard and Tomstown | White River | 31 | 3 | 6 " (to Dec. 31, '06). | 59 00 |
| Nipissing Junction and Railway Stn | I. C. Ritchie | $\frac{1}{2}$ | 12 | 9 " " | 46 80 |
| Nominique and Railway Station | D. Martineau | $\frac{1}{2}$ | 12 | 9 " " | 56 25 |
| Nominique and Rapide de L'Original | E. Sabourin | 35 | 3 | 9 " " | 675 00 |
| North Augusta and Railway Stn. | R. Bowman | 4 $\frac{1}{2}$ | 6 | 9 " " | 111 75 |
| North Bay and Railway Stn. (C.P.) | M. T. Cahill | $\frac{1}{2}$ | 56 | 9 " " | 414 48 |
| do do (T. & N.O.) | D. Conley | $\frac{1}{2}$ | 12 | 9 " " | 75 00 |
| do do Transfers | C. P. Ry. Co. | $\frac{1}{2}$ | | 9 " " | 530 40 |
| North Branch and Russell | R. Scharf | 2 $\frac{1}{2}$ | 6 | 3 " (to Sept. 30, '06). | 18 25 |
| do do | P. A. Harrison | 2 $\frac{1}{2}$ | 6 | 6 " from " | 38 00 |
| Northcote and Railway Station | J. M. Briscoe | $\frac{1}{2}$ | 6 | 9 " " | 67 50 |
| Northfield and Railway Station | W. W. Alguire | 1 $\frac{1}{2}$ | 6 | 3 " (to Sept. 30, '06). | 25 00 |
| do do | J. W. West | 2 | 6 | 4 " (from Dec. 1, '06) | 33 33 |
| Northfield Station and Ry. Stn. | W. Arbutnot | 200 ft. | 6 | 2 " (to Dec. 31, '06). | 4 17 |
| North Gower and Reeve Craig | T. Salter | 3 | 2 | 9 " " | 56 25 |
| North Low and Railway Station | J. Gannon | 4 | 6 | 9 " " | 114 00 |
| North Onslow and Onyon | J. O'Donnell | 6 | 3 | 9 " " | 60 00 |
| North Nation Mills and Ry. Stn. | D. Landriau | 3 $\frac{1}{2}$ | 6 | 9 " " | 132 00 |
| North Valley and Osnabruk Centre | O. H. Grandaw | 1 | 3 | 9 " " | 45 00 |
| North Wakefield and Railway Stn. | J. Blair | 400 yds. | 12 | 9 " " | 37 50 |
| North Wakefield and Rupert | W. D. Gibson | 5 $\frac{1}{2}$ | 6 | 9 " " | 111 00 |
| Norway Bay and Railway Station | A. Macfarlane | 3 | 12 | Season 1906 | 20 00 |
| Notre Dame de la Salette and Notre Dame de Laus | E. Allaire | 32 $\frac{1}{2}$ | 3 | 9 months | 405 00 |
| Notre Dame de la Salette and Peltimore | M. Cummings | 7 | 3 | 9 " " | 75 00 |
| Notre Dame du Laus and St. Gerard de Montarville | P. Filiatrault | 38 | 1 | 9 " " | 217 50 |
| Oak Grove, Balsam Hill and Railway Station | S. F. Brown | 1 & 3 $\frac{1}{2}$ | 3 & 6 | 3 " (to Sept. 30, '06). | 43 75 |
| Osgoode Station and Railway Stn. | M. J. Buckels | 40 yds. | 6 | 9 " " | 16 25 |
| Ottawa—Special Christmas Delivery | Electric Baggage Transfer Co. | | | | 5 00 |
| Ottawa and Ottawa East | M. Fagan | 14 | 6 | 5 " 16 days (to Dec. 16, '06) | 27 55 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips Per Week. | Period. | Amount. |
|---|----------------------------------|--------------------|------------------------|-------------------------------|----------|
| | | | | | 8 cts. |
| Ottawa P.O. and P.O. Department | J. Graves. | 120 yds | 9 | 9 months | 535 12 |
| do do | E. Batterton.... | 120 yds. | 9 | " | 443 40 |
| Ottawa and Railway Stations | Ottawa Electric Railway Co. | | 9 | " | 6,058 08 |
| Ottawa and Richmond West. | J. Rielly..... | 20 $\frac{1}{2}$ | 6 | 5 " 15 days (to Dec. 15, '06) | 285 78 |
| Ottawa P.O. and Street Letter Boxes | J. Gravelle..... | as req. | 6 | " 27 days (to Jan. 27, '07) | 1,174 11 |
| do do | H. Charbonneau | | 2 | " 4 days (from Jan. 17, '07) | 489 68 |
| Otter Lake and Ralph | Gillies Bros. | 88 | 1 | 6 " (to Dec. 31, '06). | 112 50 |
| do do | The E. B. Eddy Co. | 88 | 1 | 15 days (to Jan. 15, '07) | 9 38 |
| Otter Lake and Shawville | S. Howes..... | 24 | 6 | 5 months (to Nov. 30, '06) | 250 00 |
| do do | R. J. Lucas..... | 24 | 6 | 4 " from " | 200 00 |
| Oxford Station and Railway Stn. | A. J. Sanderson. | | 6 | 9 " " | 42 00 |
| Pahenham and Railway Station | F. H. Stevens... 4 | | 24 | 9 " " | 131 04 |
| Palmer Rapids and Rockingham | M. Scully..... | 12 | 1 | 9 " " | 42 00 |
| Palmer Rapids and Strathday, &c. | J. O'Brien..... | 12 | 3 | 9 " " | 111 23 |
| Pana and Railway Station | J. B. Adams..... | 150 ft. | 6 | 9 " " | 7 50 |
| Papineauville and Railway Station | A. O. Belanger .. | | 24 | 9 " " | 90 00 |
| Pembroke and Railway Stn. (C. P.) | J. P. Miller..... | | 50 | 9 " " | 271 50 |
| do do (G.T.) | do | 75 yds. | 6 | 9 " " | 15 00 |
| Pembroke and Shady Nook | S. F. Sweezy.... 3 $\frac{1}{2}$ | | 3 | 3 " (to Sept. 30, '06) | 28 75 |
| do do | C. A. Noack.... 3 $\frac{1}{2}$ | | 3 | 6 " from " | 57 50 |
| Pembroke and Westmeath | E. Bertrand.... 15 | 12 w | 6 | 9 " " | 150 00 |
| Pendleton and Papineauville Railway Station | H. Roy..... | 17 | 6 | 9 " " | 375 00 |
| Pendleton and Railway Station | J. Seguin..... | 1 | 12 | 9 " " | 56 25 |
| Perkins and Ste. Rose de Lima | C. Robitaille... 7 $\frac{1}{2}$ | | 6 | 9 " " | 144 75 |
| Perrette and Govt. Road Crossing | J. Russell..... 3 $\frac{1}{2}$ | | 6 | 9 " " | 105 00 |
| Perth and Playfair | D. J. Ennis..... 14 | | 6 | 9 " " | 300 00 |
| Perth and Railway Station | W. J. Plunkett. 1 | | 26 | 9 " " | 233 68 |
| Perth and Rideau Ferry | W. King..... 6 | | 6 | 9 " " | 168 75 |
| Perth and Tennyson | L. Powers..... 10 & 11 | | 1 & 3 | 9 " " | 82 77 |
| Petawawa and Railway Station | W. Selkirk..... 200 | yds. | 3 | 9 " " | 59 28 |
| Piperville and Railway Station | P. Sauriel..... 50 | yds. | 6 | 6 " (to Dec. 31, '06). | 12 50 |
| do do | A. Grignon.... 50 | yds. | 6 | 3 " from " | 6 25 |
| Plantagenet and Railway Station | H. Roy..... | 1 | 12 | 9 " " | 56 25 |
| Point Alexander and Railway Stn. | H. Gunning..... | 6 | 3 | 9 " " | 97 50 |
| Point Comfort and Wright | C. Ross..... 14 | | 2 & 1 w | 9 " " | 262 50 |
| Pointe Gatineau and Quinnville | M. Gabagan.... 6 $\frac{1}{2}$ | | 2 | 9 " " | 75 00 |
| Pointe Gatineau and Railway Stn. | T. Gagnon..... 1 $\frac{1}{2}$ | | 12 | 9 " " | 82 50 |
| Portage du Fort and Railway Stn. | J. E. Dolan.... 7 | | 12 | 9 " " | 150 00 |
| Portage du Fort and Ross | D. McLaren.... 3 | | 3 | 9 " " | 48 75 |
| Port Elmsley and Railway Station | D. McTavish... 1 $\frac{1}{2}$ | | 6 | 9 " " | 70 50 |
| Prescott and Ogdensburg | W. McInnes... 2 | | 18 | 9 " " | 295 00 |
| Prescott and Railway Station | do | | 24 | 9 " " | 96 99 |
| Prescott and Street Letter Boxes | do | | 18 | 9 " " | 119 23 |
| Prescott and Throoptown | E. J. McMahon & J. M. Botham. | 13 | 4 | 9 " " | 265 11 |
| Proulx and Routhier | J. Bougie..... 2 $\frac{3}{4}$ | | 3 | 3 " (to Sept. 30, '06). | 12 50 |
| do do | H. Methot.... 2 $\frac{3}{4}$ | | 3 | 6 " from " | 25 00 |
| Quyon and Railway Station | W. Richardson. | 1 | 12 | 9 " " | 56 25 |
| Radford and Shawville | S. Armstrong... 3 | | 6 | 9 " " | 82 50 |
| Ramsayville and Railway Station | R. Ramsay.... 1 | | 6 | 9 " " | 30 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|--------------------|------------------------|---------------------------------------|---------|
| | | | | | \$ cts. |
| Rankin and Railway Station..... | W. Meitz | 6 | 3 | 9 months | 131 25 |
| Rapides des Joachims and Ry. Stat'n | E. McGee | 7 | 6 | 9 " | 195 00 |
| Rapides des Joachims and Rowanton | J. O. Forget | 20 | 3 | 9 " | 262 50 |
| Rapides des Joachims and Wharf..... | T. Marion | 120 yds. | | Part of season 1906..... | 5 00 |
| Raycroft and Tatlock | R. White | 4½ | 1 | 9 months..... | 26 25 |
| Renfrew and Railway Station (C.P.) | J. Harris | | 24 | 9 " | 151 75 |
| do do (K. & P.) | do | | 12 | 9 " | 52 65 |
| do do (C. P.) | Eady Bros | | 14 | 6 " (to Dec. 1, '06; less fines)..... | 36 52 |
| do do (G. T.) | J. Harris | ¼ | 42 | 9 " | 67 08 |
| Renfrew and Shamrock | J. Rousselle | 14 | 3 | 3 " 23 days (to Oct. 23, '06)..... | 53 13 |
| do do | J. Dunbar | 14 | 3 | 5 " 8 days (from Oct. 23, '06)..... | 74 37 |
| Richmond West and Stapledon..... | T. E. Riley | 3½ | 3 | 9 " | 58 50 |
| Rideau View and Residence of J. Blair | J. Blair | ¼ | 3 | 9 " | 18 75 |
| Ripon and St. Andre Avellin..... | C. Lafontaine..... | 7 | 6 | 9 " | 150 00 |
| River Desert and Railway Station. | V. Simoneau..... | ½ | 12 | 9 " | 56 25 |
| Rockingham and Wilno Ry. Station | J. P. Moran..... | 10 | 6 | 9 " | 231 75 |
| Rockingham and Wingle | J. Wingle | 17 | 2 | 9 " | 97 50 |
| Rockland and Ry. Station (C.P.) | L. Debaitre | 2½ | 6 | 9 " | 75 00 |
| do do (G.T.) | J. A. Dent | | 12 | 9 " | 36 00 |
| Rockliffe and Railway Station..... | E. McKay | 50 yds. | 6 | 9 " | 18 72 |
| Rose Corners and St. Isidore de P. | B. Rousselle | 4 | 3 | 9 " | 30 00 |
| Rose Haden and Suffel's Crossing. | J. M. Christie | 1 | 6 | 9 " | 41 25 |
| Rowanton and Stubb's Bay | S. S. Cushman | 42 | 1 | 9 " | 262 50 |
| Russell and Railway Station..... | M. Turgebull..... | ½ | 12 | 9 " | 30 42 |
| St. Andre Avellin and St. Emile de Suffolk..... | J. Binda | 20 | 6 | 9 " | 450 00 |
| Ste. Anne de Prescott and Railway Station | R. Perreault..... | 5½ | 6 | 9 " | 131 25 |
| St. Eugene and Railway Station..... | P. Kelly | 800 yds. | 12 | 9 " | 37 50 |
| St. Onge and Railway Station..... | J. B. Bougie..... | ¼ | 12 | 9 " | 56 16 |
| Ste. Rose de Lima and Ry. Station | N. Beauchamp..... | | 12 | 9 " | 45 00 |
| Sand Point and Railway Station..... | J. R. McDonald | 1½ | 12 | 9 " | 81 90 |
| Sarsfield and Railway Station..... | N. Daoust | 12 | 12 | 9 " | 67 50 |
| Shamrock and Whelan Lake | S. Whelan | | 2 | 3 " (to Sept. 30, '06)..... | 17 50 |
| do do | H. Whelan | | 2 | 6 " from " | 35 00 |
| Shawville and Railway Station..... | J. A. McGuire..... | 1½ | 12 | 3 " (to Sept. 30, '06)..... | 11 25 |
| do do | C. Caldwell | ¼ | 12 | 6 " from " | 47 50 |
| Shawville and Stark's Corners..... | A. Richardson..... | 6 | 3 | 9 " | 75 00 |
| Shields and Railway Crossing..... | H. M. Shields | 90 ft. | 3 | 9 " | 18 75 |
| Skye and Railway Station | D. J. McIntosh | 10½ | 6 | 9 " | 187 50 |
| Smith's Falls and Railway Station. | H. Carley | | 24 | 9 " | 168 75 |
| do do | C. O'Reilly | | 18 | 9 " | 202 50 |
| South Indian and Ry. Station..... | A. J. Leveille..... | | 24 | 6 " (to Dec. 31, '06)..... | 57 50 |
| do do | R. A. Gagne | | 24 | 3 " from " | 27 50 |
| South March and Railway Station. | J. Smyth | 2 | 6 | 9 " | 67 50 |
| Spencerville and Railway Station..... | W. Lawson | 1½ | 12 | 9 " | 112 50 |
| Stafford and Railway Station | R. Childerhose | 6½ | 3 | 9 " | 111 00 |
| Stanley's Corners and Stittsville..... | J. Stanley | 2 | 6 | 5 " 15 days (to Dec. 15, '06)..... | 34 24 |
| Stewartville and Railway Station..... | J. Stewart | 3 | 6 | 9 " | 93 75 |
| Stittsville and Railway Station..... | W. W. Mann | 120 yds. | 12 | 9 " | 46 80 |
| Summerstown and Summerstown Station | H. Hagerty..... | 3½ | 6 | 9 " | 90 00 |
| Summerstown Station and Ry. St'n | J. A. MacMillan | 400 yds. | 12 | 9 " | 54 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--|--------------------|------------------------|---------------------------------------|-----------|
| | | | | | ¢ |
| | | | | | cts. |
| Temagami and Railway Station.... | D. O'Connor | $\frac{3}{4}$ | 12 | 9 months..... | 56 25 |
| Temagami and Temagami Park.... | do | 13 | 6 | 9 " | 0 75 |
| Temiskaming and Railway Station.... | J. A. Larochelle | 500 yds. | 6 | 3 " (to Sept. 30, '05)..... | 0 25 |
| Tetreauville and Railway Crossing.... | F. X. Trepanier | 50 yds. | 12 | 4 " (to Oct. 31, '06)..... | 6 67 |
| The Brook and Railway Station.... | E. Rouleau..... | $\frac{3}{4}$ | 12 | 9 " | 56 25 |
| The Brook and The Lake | S. Ouellette..... | 5 $\frac{1}{2}$ | 3 | 9 " | 78 75 |
| Thornloe and Railway Station.... | R. J. Brittain | 90 rods. | 6 | 9 " | 70 42 |
| Thurso and Railway Station.... | A. Menard..... | | 6 | 9 " | 56 25 |
| Thurso and Valencay..... | E. Rochon..... | 13 $\frac{1}{2}$ | 4 | 9 " | 195 60 |
| Tomstown and Railway Station.... | G. B. Scott..... | 3 | 6 | 2 " (from Feb. 1, '07)..... | 42 17 |
| Tomiko and Railway Station.... | J. Ferguson..... | $\frac{1}{2}$ | 12 | 9 " | 0 75 |
| Toyes Hill and Winchester Springs.... | G. Carter..... | 3 | 3 | 9 " | 42 06 |
| Trout Mills and Railway Station.... | J. W. Banks..... | $\frac{1}{2}$ | 6 | 6 " 16 days (from Sept. 15, '06)..... | 39 67 |
| Uneeda and White Lake..... | T. Jones..... | 5 | 2 | 9 " | 37 56 |
| Uno Park and Railway Station.... | A. D. Hermiston | $\frac{1}{2}$ | 6 | 9 " | 65 83 |
| Vankleek Hill and Railway Station.... | E. Quesnel | $\frac{1}{2}$ | 24 | 4 " 16 days (to Nov. 16, '06)..... | 42 84 |
| do do | F. Dubeau..... | $\frac{1}{2}$ | 24 | 2 " 28 days (to Feb. 14, '07)..... | 41 40 |
| do do | P. S. Paquette..... | 1 $\frac{1}{2}$ | 12 | 1 month 14 dys. from | 9 78 |
| Vars and Railway Station..... | J. Fraser..... | $\frac{1}{2}$ | 24 | 9 months..... | 60 00 |
| Venosta and Railway Station..... | D. Haveron..... | $\frac{1}{2}$ | 6 | 9 " | 19 50 |
| Ventnor and Railway Station..... | W. Cook..... | 5 $\frac{1}{2}$ | 6 | 9 " | 82 50 |
| Villani and Railway Station..... | G. Tardif..... | $\frac{1}{2}$ | 3 | 9 " | 25 00 |
| Vinton and Railway Station..... | M. Grace..... | 2 | 7 | 9 " | 93 75 |
| Wakefield and Railway Station.... | F. Perron | $\frac{1}{2}$ | 12 | 9 " | 75 00 |
| Wales and Railway Station..... | F. Warren..... | $\frac{1}{2}$ | 12 | 9 " | 41 07 |
| Waller and Harney's Crossing.... | P. Harney..... | 1 $\frac{1}{2}$ | 2 | 9 " | 26 25 |
| Waltham Station and Ry. Station.... | J. Chouinard | $\frac{1}{2}$ | 12 | 9 " | 18 75 |
| Wemyss and Railway Station..... | D. McFarlane | $\frac{1}{2}$ | 6 | 9 " | 41 25 |
| Wendover and Railway Station.... | H. St. Pierre..... | 3 | 6 | 9 " | 187 50 |
| West Aylwin and Railway Station.... | J. Molvneux | $\frac{1}{2}$ | 6 | 9 " | 7 50 |
| Whitney and Railway Station.... | J. A. Devenny..... | $\frac{1}{2}$ | 12 | 9 " | 75 00 |
| Widdfield Station and Ry. Station.... | A. New | $\frac{1}{2}$ | 6 | 9 " | 15 00 |
| Wilno and Railway Station..... | M. George..... | 100 yds. | 12 | 9 " | 45 00 |
| Wilson's Bay and Sabourin's Cross'g.... | C. Wilson..... | 1 | 2 | 9 " | 48 75 |
| Winchester and Osgoode Ry. Statn.... | W. Ross..... | 42 r.t. | 6 | 9 " | 423 75 |
| Winchester and Railway Station.... | A. Bariger..... | 1 | 24 | 9 " | 75 00 |
| do do | P. Hitsman..... | 1 | 12 | 9 " (less fine)..... | 185 50 |
| Wright and Railway Station..... | P. St. Jacques..... | 1 $\frac{1}{2}$ | 12 | 9 " | 112 50 |
| Wylie and Railway Station..... | J. Lyons..... | 2 $\frac{1}{2}$ | 3 | 9 " | 66 75 |
| Wyman and Railway Station..... | E. A. Pritchard..... | $\frac{1}{2}$ | 12 | 9 " | 26 25 |
| | Total | | | | 68,104 68 |
| | Less amount withdrawn from Guarantee Fund..... | | | | 277 11 |
| | | | | | 67,827 57 |

APPENDIX B—Continued.

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, made within the Fiscal Year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|--------------------------------|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Actinolite and Tweed..... | G. Way..... | 5 | 12 | 9 months..... | 186 75 |
| Addison and Bell's Station..... | W. Peterson .. | 10 | 6 | 9 "..... | 262 95 |
| Adolphustown and Bath..... | S. E. Gallagher | 14 | 6 | 9 "..... | 209 25 |
| Adolphustown and Napanee..... | G. Francis..... | 21½ | 6 | 9 "..... | 300 00 |
| Albert and Marysville..... | R. Corrigan .. | 11½ | 6 | 9 "..... | 186 75 |
| Albury and Rednersville..... | W. Wesse..... | 4 | 6 | 9 "..... | 105 00 |
| Allisonville and Consecon..... | B. C. Ainsworth | 8 | 3 | 9 "..... | 101 25 |
| Allsaw and Minden..... | G. Hope..... | 11 | 12 | 9 "..... | 144 27 |
| Ameliasburg and Belleville..... | C.S. Cunningham | 10 | 6 | 9 "..... | 300 00 |
| Anson and Railway Station..... | A. McMullin... 200 yds. | | 6 | 9 "..... | 33 75 |
| Apsley and Coe Hill..... | J. Blackburn.... | 21 | 12 | 9 "..... | 165 00 |
| Apsley and Lakefield..... | P. Kennedy..... | 31 | 3 | 6 " and 5 days (from Sept. 16, '06)... | 242 67 |
| Apsley and Loon Lake..... | A. Woods..... | 7 | 1 | 9 " and 15 days (to Sept. 15, '06)... | 18 75 |
| Apsley and Mount Julian..... | P. Kennedy..... | 16 | 6 | 2 " and 15 days (to Sept. 15, '06)... | 93 33 |
| Apsley and Paudash..... | H. White..... | 14 | 1 | 9 "..... | 43 50 |
| Arden and Dead Creek..... | W. P. Campsall. | 7 | 2 | 6 " (to Dec. 31, '06) | 37 50 |
| do do..... | G. Shorts..... | 7 | 2 | 3 " from " | 24 75 |
| Arden and Elm Tree..... | N. Hinchey.... | 6 | 1 | 9 "..... | 25 35 |
| Arden and Railway Station..... | J. E. Hays..... | 1 | 6 | 9 "..... | 26 25 |
| Athens and Brockville..... | C. Mullen..... | 14 | 6 | 9 "..... | 262 50 |
| Athens and Eloida..... | W. Henderson.. | 4 | 3 | 9 "..... | 56 25 |
| Athens and Oak Leaf..... | C. J. Slack..... | 10 | 6 | 9 "..... | 168 75 |
| Athens and Plum Hollow..... | W. B. Newsom.. | 6 | 6 | 9 "..... | 133 49 |
| Athens and Railway Station..... | J. H. Ackland.. | ½ | 24 | 9 "..... | 70 50 |
| Atkinson and Washburn..... | J. Atkinson.... | 3½ | 2 | 9 "..... | 60 60 |
| Baillieboro and Millbrook..... | R. J. Porter.... | 7 | 6 | 9 "..... | 148 50 |
| Ballantyne's Station and Ry. Stn. | J. Hysop..... | ½ | 2 | 9 "..... | 19 50 |
| Bancroft and Beechmount..... | C. Plumley.... | 6 | 1 | 9 "..... | 22 50 |
| Bancroft and Bronson..... | G. Payne..... | 4 | 2 | 9 "..... | 45 00 |
| Bancroft and Milk Road..... | E. Kerr..... | 8 | 1 | 9 "..... | 22 50 |
| Bancroft and Wood..... | do..... | 9½ | 1 | 9 "..... | 22 50 |
| Bannockburn and Railway Station. | S. McEwen..... | ½ | 6 | 9 "..... | 56 25 |
| Barrett and Sharp Corners..... | G. W. Fox..... | 5½ | 2 | 9 "..... | 52 50 |
| Bath and Ernestown Station..... | C. Barriage.... | 3½ | 12 | 9 "..... | 146 25 |
| Bath and Stella..... | W. J. Beaubien. | 6½ | 6 | 9 "..... | 351 00 |
| Battersea and Keelerville..... | S. J. Lake..... | 5 | 3 | 9 "..... | 75 00 |
| Battersea and Kingston..... | G. Stoness and G. A. McFarlane | 16 | 6 | 9 "..... | 300 00 |
| Bayside and Belleville..... | J. E. Rathbun.. | 6 | 6 | 9 "..... | 90 00 |
| Bedford Mills and Newboro..... | G. F. Page..... | 6 | 3 | 9 "..... | 56 25 |
| Belleville and Albert College..... | W. P. Dyer..... | 1½ | 6 | 9 "..... | 18 75 |
| Belleville and Frankford..... | F. Spencer..... | 14 | 3 | 9 "..... | 118 17 |
| Belleville and Point Anne..... | D. C. McDonald | 5½ | 2 | 6 " (from Oct. 1, '06) | 20 00 |
| Belleville and Railway Stn (Mid.).. | G. S. Sills..... | 1½ | 36 | 9 "..... | 351 00 |
| Belleville and Street Letter Boxes.. | do..... | 5 | 12 | 9 "..... | 191 41 |
| Belleville and Tweed..... | A. Aselstine.... | 25 | 6 | 9 "..... | 416 61 |
| Belleville Junction Transfers..... | T. H. Coppin... 200 yds. | | 6 | 9 "..... | 58 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-------------------------------------|--------------------|------------------------|----------------------------------|---------|
| | | | | | \$ cts. |
| Bellrock and Moscow Station | E. L. Van Laven | 5½ | 6 | 9 months | 93 75 |
| Bellevue Railway Stations and Transfer of Mails | D. Bell | ¼ | 6 & 12 | 9 " | 63 75 |
| Bensfort and South Monaghan | J. Lucy | 6 | 6 | 9 " | 135 00 |
| Bessemer and L'Amable Ry. Stn. | Mineral Range Iron Mining Co., Ltd. | 5 | 6 | 9 " | 0 75 |
| Bewdley and Port Hope | C. A. Hagarman | 13 & 6 | 6 | 9 " | 337 50 |
| Big Island and Demorestville | E. Cole | 5 | 2 | 9 " | 45 00 |
| Birdsalls and Railway Station | E. Davidson | 1 | 6 | 9 " | 30 00 |
| Bird's Creek and New Carlow | R. McNab | 18½ | 2 | 9 " | 202 50 |
| Black River Bridge and Picton | J. Daynard | 7½ | 3 | 9 " | 82 50 |
| Blairhampton and Carnarvon | N. McPhaden | 4 | 3 | 9 " | 66 00 |
| Blairton and Havelock | M. J. Wood | 8 | 3 | 9 " | 105 75 |
| Bloomfield and Chisholm | S. S. Henderson | 4 | 3 | 9 " | 48 75 |
| Bloomfield and Crofton | P. Nelson | 11 | 3 | 9 " | 168 75 |
| Bloomfield and Railway Station | E. Parker | ¼ | 24 | 9 " | 74 88 |
| Bobcaygeon and Nogies Creek | O. Moore | 5 | 2 | 9 " | 60 00 |
| Bobcaygeon and Silver Lake | E. Harrison | 9 | 2 | 9 " | 94 68 |
| Bogart and Otter Creek | M. Lesarge | 3¼ | 2 | 9 " | 30 00 |
| Bogart and Tweed | P. Lusk | 4 | 6 | 8 " | 93 75 |
| Bongard's Corners and Picton | J. B. Bongard | 10½ | 6 | 9 " | 160 50 |
| Brighton and Campbellford | G. L. Loomis | 20 | 6 | 4 " | 121 67 |
| do do | J. N. Plumpton | 20 | 6 | 5 " | 152 08 |
| Brighton and Lovett | J. A. Marshall | 6 | 6 | 9 " | 209 46 |
| Brookville and Railway Station (B. W.) | P. J. Venny | 1 | 24 | 9 " | 178 50 |
| Burgess Mines and The Corners | W. Mackie | 4 | 3 | 9 " | 56 25 |
| Buck Lake and Perth Road | J. Thomas | 4 | 2 | 9 " | 30 00 |
| Burnbrae and Hoard's Railway Stn. | W. C. Wallace | 5 | 6 | 9 " | 130 31 |
| Burnbrae and Sarginton | S. Finch | 5 | 3 | 9 " | 87 75 |
| Burnley and Castleton | O. S. Moore | 8 | 3 | 9 " | 105 00 |
| Caintown and Graham | A. W. Ladd | 3 | 3 | 9 " | 37 50 |
| Campbellford and Godolphin | D. N. Fairman | 5 | 2 | 9 " | 48 75 |
| Campbellford and Havelock | H. Coveney | 12 | 6 | 9 " | 221 25 |
| Campbellford and Railway Station | B. Mulhearn | ¾ | 18 | 9 " | 70 20 |
| Carmel and Castleton | R. Vansicklen | 3 | 3 | 9 " | 46 80 |
| Catchacoma and Hall's Bridge | J. Westlake | 16 | 1 | 9 " | 56 04 |
| Centreton and Gratton | W. Taylor | 27½ | 6 | 9 " | 383 75 |
| Centreville and Newburgh | E. Lyons | 7½ | 6 | 9 " | 206 25 |
| Chaffey's Lock and Elgin | G. Randall | 6 m. & 100 yds. | 2 | 9 " | 52 98 |
| do do | do | 6 m. & 100 yds. | 4 | Part of season 1906 | 20 84 |
| Chatterton and Foxboro | S. P. Morden | 3½ | 3 | 9 months | 75 00 |
| Cheddar and Pusey | A. Southworth | 10 | 2 | 9 " | 60 03 |
| Cherry Valley and Point Petre | J. Moore | 6 | 1 | 9 " | 28 86 |
| Cherry Valley and Salmon Point | J. M. Bentley | 6 | 2 | 9 " | 37 11 |
| Clarina and Norwood | C. Crowe | 12 | 3 & 2 | 9 " | 127 50 |
| Cloyne and Bon Echo | H. W. Spencer | 3 | 6 | 2 " & 19 dys. (to Sept. 19, '06) | 31 60 |
| Cloyne and Harlowe | W. Thompson | 11 | 2 | 9 months | 68 25 |
| Cloyne and Railway Station | L. Roluf | 16½ | 6 | 9 " | 236 25 |
| Cobourg and Harwood | T. E. Callaghan | 16 | 6 | 9 " | 216 00 |
| Cobourg and Railway Station | J. R. O'Neill | ½ | 6 | 9 " | 26 25 |
| Cobourg and Roseneath | T. Ingham | 20 m. & 6 rods. | 6 | 9 " | 303 00 |
| Cobourg and Steamboat Wharf | J. Fox | ¼ | 6 | Season 1906 | 36 00 |
| Cobourg and Street Letter Boxes | do | 2½ | 12 | 9 months | 144 54 |

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------------------|------------------------|----------------------------|---------|
| | | | | | \$ cts. |
| Coe Hill and Brinklow Station | A. Watt | 2 | 6 | 5 mos. (from Nov. 1, '06) | 166 65 |
| Coe Hill and Faraday | W. H. Neal | 2 | 2 | 9 " | 52 50 |
| Coe Hill and Railway Station | A. Watt | 2 ¹ / ₂ | 6 | 4 " (to Oct. 31, '00) | 25 00 |
| Coe Hill and The Ridge | C. W. Gunter | 23 ¹ / ₂ | 2 | 9 " | 176 06 |
| Colborne, Dundonald and Penrygn | J. J. McDonald | 13 ¹ / ₂ | 6 | 9 " | 142 50 |
| Colborne and Lakeport | W. Hoskin | 2 ¹ / ₂ | 12 | 9 " | 146 25 |
| Colborne and Warkworth | P. Cockburn | 16 | 6 | 9 " | 258 00 |
| Colebrook and Yarker | P. Hart | 1 | 6 | 9 " | 56 25 |
| Collins Bay and Railway Station | J. J. Losee | 2 ¹ / ₂ | 12 | 9 " | 37 50 |
| Combermere and Fort Stewart | J. Stubbs | 21 ¹ / ₂ | 3 | 9 " | 145 05 |
| Combermere and Maynooth | J. Maddocks | 22 | 1 | 9 " | 108 00 |
| Consecon and Railway Station | F. A. Cory | 2 ¹ / ₂ | 24 | 9 " | 93 60 |
| Cooper and Madoc | J. Caniff | 11 | 3 | 9 " | 76 05 |
| Copes Falls and Tory Hill | J. M. Cope | 8 | 2 | 9 " | 56 25 |
| Cordova Mines and Havelock | J. G. Covert | 10 | 6 | 9 " | 234 75 |
| Cordova Mines and Vansickle | E. W. Cole | 6 | 2 | 9 " | 51 75 |
| Cottesloe and Norwood | M. Paget | 8 ¹ / ₂ | 3 | 9 " | 117 00 |
| Cranworth and Portland | J. Wilson | 3 ¹ / ₂ | 1 | 9 " | 27 43 |
| Crosby and Railway Station | J. Freeman | 100 yds. | 6 | 9 " | 16 49 |
| Crow Lake and Sharbot Lake Railway Station | J. W. Knapp | 9 | 2 | 9 " | 60 00 |
| Croydon and Napanee | J. Crawford | 15 m. & 130 rds. | 6 | 9 " | 222 60 |
| Curve Lake and Selwyn | D. E. Whetung | 3 ¹ / ₂ | 2 | 9 " | 22 32 |
| D'Arcy and Kingston | T. J. Driscoll | 18 | 3 | 9 " | 435 00 |
| Deer Lake and Highland Grove | A. W. Willis | 3 | 2 | 9 " | 24 00 |
| Deloro and Railway Station | H. N. Darling | 1 ¹ / ₂ | 12 | 9 " | 82 50 |
| Delta and Railway Station | P. A. Jackson | 2 ¹ / ₂ | 24 | 9 " | 71 25 |
| Demorestville and Green Point | C. E. Shortt | 9 | 3 | 9 " | 112 50 |
| Denbigh and Griffith | A. Lockwood | 14 | 2 | 9 " | 96 00 |
| Denbigh and Plevna | G. Johnston | 23 | 3 | 9 " | 299 25 |
| Denbigh and Slate Falls | S. Rodgers | 6 | 2 | 9 " | 39 00 |
| Deseronto and Street Letter Boxes | The Rathbun Co | 2 | 19 | 9 " | 124 50 |
| Desert Lake and Hartington | W. Snook | 9 | 2 | 9 " | 82 50 |
| Desmond and Moscow Station | J. W. Stewart | 2 ¹ / ₂ | 3 | 9 " | 75 00 |
| Donaldson and Wilbur Station | W. J. Donaldson | 3 ¹ / ₂ | 3 | 9 " | 37 50 |
| Drummond Station and Railway Station | R. P. Carey | 200 yds. | 6 | 7 dys. (from Mch. 25, '07) | 0 30 |
| Dufferin and Kingston Mills | S. Donaldson | 3 ¹ / ₂ | 3 | 9 months | 60 60 |
| East Hungerford and Erinsville | J. P. Whelan | 8 | 2 | 9 " | 66 00 |
| Eldorado and Empey | J. N. Moore | 3 ³ / ₄ | 2 | 9 " | 41 25 |
| Elgin and Railway Station | G. H. Howard | 5 ¹ / ₂ | 24 | 9 " | 184 50 |
| Ellisville and Lyndhurst | J. D. Wetherell | 8 ¹ / ₂ | 3 | 9 " | 117 00 |
| Ennismore and Peterboro | P. J. Scollard | 10 | 6 | 9 " | 218 25 |
| Enterprise and Trafford | C. Whelan | 9 ¹ / ₂ | 1 | 9 " | 31 05 |
| Enterprise and Wilkinson | P. Finn | 8 ¹ / ₄ | 2 | 9 " | 30 75 |
| Essexville and Tory Hill | H. Maguire | 4 | 2 | 9 " | 41 25 |
| Ewan and Furnace Falls Railway Crossing | W. J. McMahon | 14 | 3 | 9 " | 171 00 |
| Fellows, Odessa and Violet | D. W. Shea | 6 | 6 | 9 " | 128 63 |
| Fernleigh and Plevna | A. Lyons | 5 ¹ / ₂ | 2 | 9 " | 53 25 |
| Flinton and Kaladar Station | J. Kirkpatrick | 8 | 6 | 9 " | 180 00 |
| Fort Stewart and L'Amable Railway Station | J. E. Stubbs | 19 | 6 | 9 " | 336 75 |
| Fowlers Corners and Best's Railway Station | R. Maitland | 1 ¹ / ₂ | 6 | 9 " | 93 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--------------------------------|--------------------|------------------------|----------|----------------------------|
| Foxboro and Railway Station..... | H. W. Baragar.. | 1½ | 12 | 9 months | 121 68 |
| Freeland and Portland | G. W. Cannon.. | 5 | 2 | 9 | 75 00 |
| Frankford and Maple View..... | A. W. Simmons.. | 3 | 3 | 9 | 65 63 |
| Frankford and Railway Station... | F. Spencer..... | 200 yds. | 12 | 9 | 56 07 |
| Fraserville and Railway Station... | A. Kidd..... | | 6 | 9 | 15 00 |
| Fuller and Moira..... | A. Herity..... | 4 | 2 | 9 | 36 00 |
| | | | | | |
| Gananoque Junction and G. T. Rail- way Station..... | E. A. Dorman..... | | 18 | 9 | 11 25 |
| Gananoque and Seeley's Bay..... | J. Sherly..... | 15 | 3 | 9 | 225 00 |
| Gananoque and Street Letter Boxes... | D. E. Jackson.. | 23 | 13 | 9 | 108 75 |
| Gananoque and Wilstead..... | G. T. Kyes..... | 5½ | 3 | 9 | 117 00 |
| Gardenville and Weller's Bay Stn. | J. Dymond..... | 1 | 6 | 9 | 30 00 |
| Gilead and Poucher's Mills..... | W. Clare..... | 3 | 2 | 9 | 39 00 |
| Gilmour and Railway Station..... | C. Gunter..... | 100 yds. | 12 | 9 | 15 00 |
| Glenmore and Millbridge..... | H. E. Lummis.. | 7 | 1 | 9 | 39 00 |
| Glenburnie and The Corners..... | S. Shurtleff... | 1 | 12 | 9 | 67 50 |
| Glenfield and Vennachar..... | H. Snider..... | 4 | 1 | 9 | 30 00 |
| Glen Millar and Trenton..... | T. H. Sweetman | 3½ | 6 | 9 | 105 00 |
| Glen Ross and C. O. Railway Stn. | C. Hoard..... | 60 rods. | 6 | 9 | 22 50 |
| Glenvale and Sharpton..... | S. Swain..... | 4 | 2 | 9 | 53 01 |
| Godfrey and Reynoldston..... | C. W. Reynolds. | 7 | 2 | 9 | 40 30 |
| Gooderham and Hadlington..... | J. J. Hadley... | 11 | 1 | 9 | 67 50 |
| Gooderham and Railway Station... | E. A. Gould... | ½ | 12 | 9 | 46 80 |
| Gooderman and Urso..... | S. Kettle..... | 6 | 1 | 9 | 26 25 |
| Gosport and Napanee..... | F. Spencer and A. McWain... | 19½ | 3 | 9 | 146 25 |
| Grenadier Island and Poole's Re- sort..... | D. E. Williams.. | 1½ | 6 & 3 | 9 | 67 50 |
| Grafton and Railway Station..... | S. Howard..... | 1 | 7 | 9 | 63 75 |
| Guerin and C. P. Railway Station... | S. Murphy..... | 2 | 3 | 9 | 53 25 |
| Gull Creek and Tamworth..... | A. McKim..... | 8½ | 2 | 9 | 48 75 |
| Gunter and St. Oia Railway Stn. | D. Trumble... | 6½ | 6 | 9 | 168 75 |
| | | | | | |
| Haliburton and Railway Station... | J. Adams..... | ½ | 12 | 9 | 45 00 |
| Haliburton and Wicksteed..... | D. H. Anderson | 10 | 1 | 9 | 41 25 |
| Halloway and Railway Station..... | E. Rose..... | 1154 yds. | 12 | 9 | 93 60 |
| Hall's Glen and Lakefield..... | D. Madill..... | 13½ | 3 | 9 | 158 66 |
| Hall's Lake and Minden..... | J. Faulkner... | 18 | 2 | 9 | 157 50 |
| Harcourt and Kennaway..... | W. Scott..... | 7 | 1 | 9 | 39 00 |
| Harcourt and Railway Station (I. B. & O.)..... | D. Davis..... | 20 rods | 6 | 9 | 30 00 |
| Harrowsmith and Sydenham..... | E. R. Marten... | 4 | 6 | 9 | 36 00 |
| Hartsmere and Hermon..... | J. Brenner... | 10½ | 2 | 9 | 81 36 |
| Hastings and Railway Station..... | T. J. O'Neill... | ½ | 6 | 9 | 37 50 |
| Havelock and Oak Lake..... | S. Hubble..... | 16 | 2 | 9 | 90 00 |
| Havelock and Railway Station..... | D. D. Hogg... | 265 yds. | 18 | 9 | 63 75 |
| Havelock Transfers..... | P. G. Croner... | | 9 | 9 | 35 25 |
| Hiawatha and Peterboro..... | W. H. Cowie... | 13½ | 2 | 9 | 93 75 |
| Highland Grove and Railway Stn. | J. F. McMillan | 200 yds. | 6 | 9 | 37 50 |
| Hillier and Railway Station..... | W. W. Postel... | ½ | 24 | 9 | 90 00 |
| Hillier and Rosehall..... | R. H. Pettingall | 2½ | 3 | 9 | 88 11 |
| Hoard's Station and Railway Stn. | L. M. Sharpe... | 20 rods. | 6 | 3 | (from Jan. 1, '97) 6 25 |
| | | | | | |
| Indian River and C.P.R. Station... | J. Duff..... | 1½ | 12 | 9 | 56 25 |
| Ingle and Roblin..... | J. Crawford... | 4 | 2 | 9 | 37 50 |
| Irondale and Railway Station..... | P. A. Barr..... | ½ | 12 | 9 | 46 95 |
| Ivanhoe and Railway Station..... | L. W. Seeley... | 3 | 12 | 9 | 135 00 |

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|--|--------------------|------------------------|---------------------------------------|---------|
| | | | | | \$ cts. |
| Ivy Lea and Lansdowne..... | M. H. McNeil.. | 4 | 3 & 6 | 9 mos. | 72 75 |
| Ivy Lea and Summer Resorts..... | do .. | 2½ | 6 | 3 " and 15 days (to Oct. 15, '06)... | 33 50 |
| Jellyby and Railway Strtion..... | W. Fitzgerald.. | 360 yds. | 3 | 9 " .. | 37 50 |
| Jermyn and Lang .. | M. Carter | 4 | 6 | 9 " .. | 82 50 |
| Jones' Falls and Morton..... | M. Mutchmore.. | 3 | 3 & 6 | 9 " .. | 59 25 |
| Keene and Railway Station..... | R. McIntyre.... | 1½ | 12 | 9 " .. | 37 50 |
| Kingston Letter Carrier Service... | Kingston. Ports- mouth & Cata- raqui Elec. Ry. Co. | | | 9 " .. | 100 00 |
| Kingston and Newburgh..... | C. H. Finkle | 27 | 6 | 9 " .. | 300 00 |
| Kingston and Perth Road..... | W. Silver..... | 18 | 6 | 9 " .. | 337 50 |
| Kingston, Port-mouth, &c..... | T. C. Wilson.... | 24 | 12 | 9 " .. | 120 00 |
| Kingston and Street Letter Boxes.. | B. McConville.. | | | 9 " .. | 616 50 |
| Kingston and Sydenham..... | E. R. Martin.... | 18½ | 6 | 9 " .. | 198 23 |
| Kingston and Westport..... | F. T. Stafford & W. J. Wing.. | 47 | 6 | 9 " .. | 531 00 |
| Kingston and Willetsholme..... | H. M. Wenborn.. | 16½ | 3 | 9 " .. | 300 00 |
| Kingston Station and G. T. Junction | J. P. Hanley | 2 | 26 | 9 " .. | 27 00 |
| Kinmount and Mount Irwin..... | T. Peacock | 7 | 2 | 9 " .. | 60 75 |
| Lakefield and Lakehurst .. | A. G. Shearer... | 19 | 3 | 9 " .. | 180 00 |
| Lakefield and Railway Station..... | J. M. Bygott.... | 4 | 18 | 9 " .. | 76 12 |
| Lakefield and Young's Point..... | P. A. Kearney.. | 5½ | 6 | 6 " & 16 dys. (from Sept. 15, '06)... | 144 43 |
| Lake Opinicon and Perth Road... | C. Babcock..... | 16 | 3 | 9 " .. | 112 50 |
| L'Amable and Bronson Station..... | J. R. Tait..... | 1½ | 6 | 9 " .. | 75 00 |
| Lang and Railway Station..... | A. Esson..... | 1 | 12 | 9 " .. | 70 20 |
| Lansdowne and Melcombe..... | E. E. Landon.... | 4 | 3 | 9 " .. | 78 00 |
| Lansdowne and Rockfield..... | B. Warren..... | 7 | 6 & 3 | 9 " .. | 165 00 |
| Lansdowne and Railway Station... | T. E. Keating.. | 1 | 6 | 9 " .. | 46 80 |
| Lansdowne and Sand Bay..... | E. Patience.... | 11½ | 3 | 9 " .. | 114 12 |
| Latimer and Wolf's Corners..... | M. E. Traves.. | 1 | 3 | 9 " .. | 46 85 |
| Lavant Station and Plevna | J. W. King..... | 17 | 3 | 9 " .. | 142 50 |
| Leinster and Overton | J. Schamehorn.. | 6 | 3 | 9 " .. | 66 00 |
| Leland and Oates..... | J. Buck..... | 4½ | 2 | 9 " .. | 48 75 |
| Lillies and Lym..... | A. Booth..... | 3 | 3 | 7 dys. (from Mch. 25, '07) | 1 94 |
| Lime Lake and Marlbank..... | H. Fitchett.... | 4 | 3 | 9 months .. | 52 50 |
| Loehlin and Railway Station..... | G. W. James.... | 4 | 12 | 9 " .. | 30 09 |
| Long Lake and Mountain Grove... | I. M. Smith.... | 8 | 3 | 9 " .. | 84 36 |
| Lyn and Railway Station (B. & W.) | P. F. Clow..... | 1 | 18 | 9 " .. | 67 50 |
| Lyn and Railway Station (G. T.)... | W. A. McLean.. | 1 | 6 | 9 " .. | 41 25 |
| Lyndhurst, Morton and Ry. Stn... | R. Brownbridge. | 2½ & 3½ | 12 & 6 | 9 " .. | 70 87 |
| McIntosh Mills and Mallorytown.. | R. Leader, jr... | 14 | 6 | 9 " .. | 243 75 |
| McKenzie Lake and Madawaska St. | J. Payne | 14 | 1 | 3 " (to Sept. 30, '06). | 18 25 |
| do do .. | J. Carswell.... | 14 | 1 | 6 " from " .. | 47 00 |
| McLean and Parham..... | H. Vanvolken- burg..... | 8½ | 2 | 9 " .. | 66 75 |
| Madoc and Queensboro..... | E. Groves..... | 8 | 6 | 9 " .. | 225 00 |
| Madoc and Railway Station (C.O.) | G. Alcombrack.. | 7 | 12 | 6 " (to Dec. 31, '06). | 147 50 |
| do do .. | G. Barnum..... | 7 | 12 | 3 " from do .. | 46 95 |
| Madoc and Railway Station (C.P.) | J. Henderson... | 6½ | 7 | 9 " .. | 221 25 |
| Madoc and Railway Station (G.T.) | C. Caverly.... | 7 | 24 | 6 " (to Dec. 31, '06). | 62 50 |
| do do .. | W. J. Atkins... | 7 | 24 | 3 " from " .. | 31 25 |

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|------------------------|------------------------|------------------------|-------------|
| | | | | | 8 cts. |
| Pictou, West Lake and West Point A. Mills..... | | 10 & 8 m. & 50 rds. | 3 & 6 | 9 months | 187 50 |
| Plevna and Clarendon Station..... | W. J. Hickey..... | 22 | 3 | 6 " (to Dec. 31, '06). | 133 00 |
| do do..... | H. Martin..... | 22 | 3 | 3 " from " " | 67 50 |
| Point Traverse and South Bay..... | F. Bougard..... | 8 | 3 | 9 " " | 90 00 |
| Portland and Crosby Ry. Station..... | W. G. Singleton..... | 5 | 6 | 9 " " | 125 25 |
| Portland and Smith's Falls..... | G. W. Cannon..... | 18 | 6 | 9 " " | 446 25 |
| Preneveau and Rylston..... | W. Hoard..... | 8 m. & 400 ft. | 3 | 9 " " | 98 43 |
| Pusey and Railway Station..... | J. Shea..... | | 6 | 9 " " | 37 50 |
| Read and Shannouville..... | P. Brennan..... | 13 $\frac{3}{4}$ | 6 | 9 " " | 200 61 |
| Roblin and West Plain..... | A. Sedore..... | 3 | 2 | 9 " " | 18 75 |
| St. Lawrence and Wolfe Island .. | S. D. Woodman..... | 14 | 2 | 9 " " | 131 25 |
| Sharbot Lake and Railway Station..... | H. J. Thomson..... | $\frac{1}{4}$ | 14 | 9 " " | 109 60 |
| Sharbot Lake and Zealand..... | do..... | 5 $\frac{1}{2}$ | 2 | 9 " " | 56 00 |
| Sidney Crossing and G. T. Ry. Stn. W. R. Vander- voort..... | | 1 | 6 | 9 " " | 56 25 |
| Simcoe Island and Wolfe Island..... | T. Busch..... | 3 $\frac{1}{2}$ | 1 | 9 " " | 39 00 |
| Soperton, B. W. and N. W. Ry. Stn. S. W. Stafford..... | | $\frac{1}{2}$ | 6 | 9 " " | 37 50 |
| Springville and Frazerville Ry. Stn. D. V. Trew..... | | 3 | 6 | 9 " " | 75 00 |
| Stirling and Railway Station..... | J. G. Richards..... | $\frac{1}{4}$ | 18 | 9 " " | 70 20 |
| Stirling, Ry. Station and Letter Box do..... | | $\frac{1}{4}$ | 6 | 9 " " | 11 70 |
| Toledo and Forthton Station..... | G. Pepper..... | 10 | 6 | 9 " " | 183 00 |
| Tory Hill and Railway Station..... | J. H. Anderson..... | 10 rds. | 12 | 9 " " | 37 50 |
| Trenton and Railway Station..... | J. E. Rathban..... | $\frac{1}{4}$ | 36 | 9 " " | 163 90 |
| Trenton and Wooler..... | J. W. McColl..... | 9 | 6 | 9 " " | 225 00 |
| Tuftsville and Madoc Junction..... | S. Tufts..... | $\frac{1}{15}$ | 6 | 9 " " | 18 00 |
| Tweed and Railway Station..... | O. C. Frost..... | 320 yds. | 26 | 9 " " | 168 66 |
| Umfraville and Turiff Railway Stn. J. McCabe..... | | 4 | 3 | 9 " " | 87 75 |
| Villers and Railway Station..... | J. Hastie..... | 2 | 6 | 9 " " | 92 25 |
| Wellington and Railway Station..... | G. Pettingill..... | $\frac{1}{4}$ | 24 | 9 " " | 56 70 |
| Wellman's Corners and Railway Stn. T. Hubble..... | | 2 | 6 | 9 " " | 112 50 |
| West Huntingdon and Railway Stn. A. Adams..... | | 1 $\frac{1}{4}$ | 6 | 9 " " | 37 50 |
| Westport and Railway Stn. (B. & W.) J. H. Whelan..... | | 1 | 24 | 9 " " | 102 00 |
| Westport and Railway Stn. (K. & P.) F. C. Knapp..... | | 20 | 3 | 9 " " | 201 00 |
| Westwood and Railway Station..... | J. Doherty..... | 2 $\frac{1}{2}$ | 6 | 9 " " | 106 68 |
| Wilbur and Railway Station..... | R. Richardson..... | 10 yds. | 6 | 8 " " | 7 50 |
| Total..... | | | | | \$35,954 30 |
| Less amount withdrawn from Guarantee Fund..... | | | | | 68 34 |
| | | | | | \$35,885 96 |

APPENDIX B—Continued.

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, made within the Fiscal Year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|---------------------|--------------------|------------------------|-----------------------|---------|
| | | | | | \$ cts. |
| Aberdeen and Durham | T. Elvidge | 13½ | 3 | 9 months | 117 00 |
| Abingdon and Winona | I. A. Furry | 17 | 6 | 6 " (to Dec. 31, '06) | 235 00 |
| do do | J. A. Bissell | 17 | 6 | 3 " from " | 125 00 |
| Acton and Crewson's Corners | W. Lambert | 3½ | 3 | 9 " " | 84 36 |
| Almic Harbour and Dunchurch | J. LeGrow | 4 | 6 | Part of season 1906 | 45 15 |
| Almic Lake and Spence | R. Veitch | 10½ | 2 | 9 months | 78 18 |
| Air Line Junction and Railway Stn | H. Bartz | 1 | 6 | 9 " " | 56 25 |
| Alderdale and Powassan | P. R. Owens | 6 | 2 | 9 " " | 75 00 |
| Algoma Mills and Railway Station | G. C. McGuire | 4 | 7 | 9 " and extra trips | 96 26 |
| Allanburg and Railway Station | J. Middaugh | 4 | 12 | 9 " " | 112 50 |
| Allandale and Holly | W. Bloxham | 3 | 6 | 9 " " | 105 00 |
| Allandale and Painswick | E. A. Averill | 3½ | 6 | 9 " " | 93 75 |
| Allandale and Railway Station | F. Adams | 4 | 36 | 9 " " | 112 50 |
| Allensville and Catching Post | M. McNicol | 4 | 12 | 9 " " | 117 36 |
| Alliston and Elmgrove | J. H. Johnston | 11½ | 6 | 9 " " | 139 00 |
| Alliston and Railway Station | J. J. Holland | 4 | 24 | 9 " " | 65 52 |
| Alliston and Rosemont | do | 9 | 6 | 9 " " | 176 04 |
| Alliston Letter Boxes and Postal Car | do | | 12 | 9 " " | 23 40 |
| Aloa, Snelgrove and Railway Stn | W. Gambill | 3½ | 6 | 9 " " | 150 00 |
| Alport and Bracebridge | H. F. Bickmore | 4 | 3 | 9 " " | 56 25 |
| Alsace and Nipissing | J. Gerber, sr. | 7 | 3 | 9 " " | 70 50 |
| Alsfeldt and Railway Station | H. Zeigler | 14 | 6 | 9 " " | 74 88 |
| Alton and Railway Station | T. Vanuyck | 4 | 12 | 9 " " | 86 25 |
| Amaranth Station and Railway Stn | J. S. Lacon | 4 | 6 | 9 " " | 60 00 |
| Amber and Milliken Railway Stn | G. A. Prentice | 12½ | 6 | 9 " " | 217 50 |
| Amigari and Railway Station | A. B. Hurrell | 4 | 12 & 18 | 9 " " | 71 36 |
| Ancaster and Hamilton | D. Morrison | 7 | 12 | 9 " " | 258 00 |
| Angus and Baxter | W. Pearce | 7½ | 3 | 9 " " | 105 00 |
| Angus and Railway Station | H. L. Tarbush | 4 | 24 | 9 " " | 36 00 |
| Ansonia and Thessalon | A. Brandon | 8 | 1 | 9 " " | 36 75 |
| Anten Mills and Catching Post | J. McLaughlin | ½ | 6 | 9 " " | 30 00 |
| Antioch and Grassmere | S. Bloss | 10 | 1 | 9 " " | 60 00 |
| Appleby and Railway Station | M. C. Prescott | 7½ | 6 | 9 " " | 63 75 |
| Appleby Corner and Warren | J. L. Lamarche | 7 | 2 | 9 " " | 75 00 |
| Apto and Phelston Railway Stn | J. O'Neill | 6 | 6 | 9 " " | 150 00 |
| Ariel and Catching Post | J. Dean | 4 | 6 | 9 " " | 15 00 |
| Arnott and Railway Station | J. Murray | 4 | 12 | 9 " " | 44 46 |
| Arthur and Metz | D. Smith | 6 | 2 | 9 " " | 63 75 |
| Arthur and Monck | W. R. Brock | 13 | 3 | 9 " " | 135 00 |
| Arthur and Mount View | W. Jackson | 8 | 1 | 9 " " | 30 00 |
| Ash and Railway Station | T. Horn | 1½ | 6 | 9 " " | 36 00 |
| Ashgrove and Georgetown | C. Mitchell | 4 | 6 | 9 " " | 120 00 |
| Ashley and Railway Station | G. Fallis | 14 | 3 | 9 " " | 37 44 |
| Atha and Stouffville | J. Storry | 14 | 6 | 9 " " | 137 73 |
| Atherley and Railway Station | E. Lanigan | 4 | 36 | 9 " " | 76 68 |
| Athlone and Tottenham | E. P. Skelly | 18 | 6 | 9 " " | 216 75 |
| Attercliffe Station and Railway Stn | J. Sundry | 4 | 12 | 9 " " | 90 08 |
| Aurora and Railway Station | W. Winter | 4 | 24 | 9 " " | 90 00 |
| Aurora and Vandorf | A. G. Snider | 8 | 6 | 9 " " | 241 25 |
| Avening and Railway Station | E. A. Pringle | 4 | 12 | 9 " " | 90 00 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------------|--------------------|------------------------|--------------------------|---------|
| | | | | | \$ cts. |
| Axe Lake and Sprucedale..... | J. McPherson .. | 10½ | 2 | 9 months .. | 118 50 |
| Ayton and Hampden | H. Byers | 7½ | 3 | 9 " .. | 105 30 |
| Ayton and Nenagh..... | J. Edwards | 5 | 2 | 9 " .. | 39 00 |
| Ayton and Railway Station..... | W. Kenna | | 18 | 9 " .. | 64 29 |
| Azilda and Railway Station..... | O. Ranger | 200 yds. | 6 | 9 " .. | 93 75 |
| Bala and Glen Orchard | N. Orchard | 8½ | 1 | Part of season 1906..... | 63 75 |
| Bala and Gravenhurst | A. Jackson | 16 | 6 | " .. | 247 45 |
| Bala and Sahanatien | L. Sahanatien | 9 | 1 | 9 months .. | 39 00 |
| Balaclava and Owen Sound | K. McEachern | 15½ | 3 | 9 " .. | 187 50 |
| Baldwin and Railway Station..... | L. Grylls | | 12 & 24 | 9 " .. | 160 40 |
| Ballantrae and Railway Station..... | W. H. Jones | | 12 & 24 | 9 " .. | 76 94 |
| Ballinafad and Georgetown..... | F. W. Betts | 6 | 6 | 9 " .. | 187 50 |
| Balmy Beach and Lee Avenue..... | M. L. Smith | 1½ | 12 | 9 " .. | 56 25 |
| Balsam Grove and Fenelon Falls..... | J. Copp | 6 | 2 | 9 " .. | 67 50 |
| Balsam Lake and Glenarn | G. Richman | 4½ | 2 | 9 " .. | 54 00 |
| Banda and Glencairn Railway Sta'n | H. Middlebrook | 2½ | 6 | 9 " .. | 111 36 |
| Barclay and Stroud | G. Barclay | 6 | 3 | 9 " .. | 93 75 |
| Bardsville and Falkenburg Station..... | R. Goltz | 6½ | 2 | Part of season 1906..... | 45 00 |
| Barkway and Washago..... | F. Plewis | 21 | 3 | 9 months .. | 225 00 |
| Barnesdale and Falding..... | J. M. Hatherley | 13 | 3 | Season 1906-7 .. | 187 50 |
| Barnesdale and Moon Falls | J. Crawford | 14 | 1 | 3 trips..... | 9 00 |
| do do | D. Sweet | 14 | 1 | 29 " .. | 79 75 |
| Barrie and Hillsdale | W. J. Shanahan | 16 | 6 | 9 months .. | 222 75 |
| Barrie and Midhurst | J. W. Cook | 5 | 6 | 9 " .. | 135 00 |
| Barrie and Railway Station | E. Sevigiv | 10 rods | 73 | 9 " .. | 121 03 |
| Barrie and Street Letter Boxes..... | W. Armstrong | 5 | 18 | 9 " .. | 145 86 |
| Barrie Island and Gore Bay | J. Jeffkins | 12 | 1 | 9 " .. | 60 60 |
| Bar River and Railway Crossing..... | J. W. Collings | ¼ | 3 | 9 " .. | 27 00 |
| Batteau and Railway Station..... | M. S. Jackson | 1½ | 12 | 9 " .. | 70 20 |
| Baysville and Bracebridge..... | J. Rowe | 16 | 6 | 9 " .. | 226 50 |
| Baysville and Dorset | H. R. Smith | 17½ | 6 | 9 " .. | 284 25 |
| Baysville and Newholm | D. Ferguson | 9 | 2 | 9 " .. | 60 00 |
| Beamsville and Tintern..... | P. Hoffman, jr. | 8 | 6 | 9 " .. | 303 75 |
| Bear Cave and Rosseau..... | H. Bishton | 9½ | 1 | 9 " .. | 35 61 |
| Beaverdale and Markdale..... | T. Brett | 10 | 3 | 9 " .. | 108 75 |
| Beaverton and Railway Station..... | G. H. Williamson | ½ | 24 | 9 " .. | 72 75 |
| Beeton and Railway Station..... | W. C. McCutcheon | ½ | 24 | 9 " .. | 176 25 |
| Belfountain and Railway Station | W. Ramsay | 1½ | 12 | 9 " .. | 101 25 |
| Bell Ewart and Lefroy Railway Station | R. Colgan | 1 | 12 | 9 " .. | 93 60 |
| Bellingham and Grassett..... | W. Watson | 3½ | 1 | 8 " (from Aug. 1, '06) | 13 36 |
| Bellingham and Ironbridge..... | D. Bell | 11 | 1 | 9 " .. | 75 00 |
| Belwood and Craigsholme..... | E. Hanna | 2 | 3 | 9 " .. | 56 25 |
| Belwood and Dragon | C. Campbell | 14½ | 2 | 9 " .. | 54 00 |
| Belwood and Railway Station..... | J. Hanna | | 12 | 9 " .. | 37 44 |
| Bent River and Utterson | N. Hanes | 14½ | 3 | 2 " (to Aug. 31, '06) | 28 56 |
| do do | O. B. Prosser | 14½ | 3 | 7 " from " .. | 164 70 |
| Berkeley and Glascott | R. English | 6 | 2 | 9 " .. | 75 00 |
| Berkeley and Harkaway..... | A. Clarke | 9½ | 2 | 9 " .. | 82 50 |
| Berkeley and Railway Station..... | E. Sargent | | 12 | 9 " .. | 70 18 |
| Berriedale and Catching Post..... | F. M. Harvie | | 3 | 9 " .. | 23 40 |
| Berthaville and Verner..... | A. Legendre | 7 | 1 | 9 " .. | 37 50 |
| Bethany and Railway Station..... | G. Price | 1½ | 12 | 3 " (to Sept. 30, '06) | 17 50 |
| do do | J. Hadden | 1½ | 12 | 6 " from " .. | 41 50 |
| Bexley and Head Lake | S. J. Ryan | 10 | 3 | 9 " .. | 136 50 |
| Bexley and Kirkfield | F. R. J. McKague | 10½ | 6 | 9 " .. | 371 25 |
| Binbrook and Glanford Ry. Stu..... | J. Harrison | 5 | 6 | 9 " .. | 152 10 |
| Binkham and Erin | G. McAlister..... | 4½ | 2 | 9 " .. | 51 75 |
| Biscotasing and Railway Station..... | J. C. T. Armstrong | 300 ft. | 12 | 9 " .. | 45 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | \$ cts. |
| Black Bank and Lisle Railway Stn. | A. Duffin..... | 83 | 6 | 9 months..... | 243 75 |
| Black Creek and Railway Station.. | C. H. Jenks.... | 4 | 12 | 9 " " " " " " " " | 30 00 |
| Blackstock and Purple Hill..... | M. Hambly.... | 4 | 2 | 6 " (to Dec. 31, '06). | 26 26 |
| do do | W. Bartley.... | 4 | 2 | 3 " from " " " | 12 00 |
| Blackwater and Leyton | G. Hall..... | 4 | 3 | 9 " " " " " " " " | 71 25 |
| Blackwater and Railway Station.. | J. Allin..... | 50 ft. | 24 | 9 " " " " " " " " | 46 80 |
| Bleazard Valley and Chelmsford... | E. Tyne..... | 9 | 6 | 9 " " " " " " " " | 224 25 |
| Bleazard Valley and Hamner..... | L. Menard.... | 8½ | 3 | 4 " (to Oct. 31, '06). | 78 00 |
| do do | do do | 8½ | 6 | 5 " from " " " | 187 50 |
| Blind River and Railway Station.. | F. D. Pepin.... | 9 | 12 | 9 " " " " " " " " | 166 40 |
| Bobcaygeon and King's Wharf..... | J. O'Leary.... | 10 | 2 | 9 " " " " " " " " | 78 00 |
| Bobcaygeon and Railway Station.. | R. Garlick.... | 10 | 12 | 4 " (to Oct. 31, '06) | 31 04 |
| do do | do do | 10 | 18 | 5 " from " " " | 41 45 |
| Bobcaygeon and Red Rock..... | M. Thomas.... | 6 | 2 | 9 " " " " " " " " | 56 25 |
| Bognor and Woodford..... | T. McArthur.. | 6 | 2 | 9 " " " " " " " " | 187 50 |
| Bolton, Castlederg & Mount Wolfe. | R. Cronin.... | 5½-11½ | 3-6 | 9 " " " " " " " " | 213 75 |
| Bolton and Railway Station..... | T. D. Elliott.. | 10 | 24 | 9 " " " " " " " " | 21 00 |
| Boothville and Proton Station..... | J. G. Marshall.. | 10 | 3 | 6 " (to Dec. 31, '06). | 59 50 |
| do do | W. Marshall.. | 10 | 3 | 3 " from " " " | 49 75 |
| Bourdeau and Whitehall..... | C. White..... | 5 | 2 | 3 " and 6 days (to Oct. 6, '06) | 12 65 |
| do do | W. H. Rhamey.. | 5 | 2 | 5 " and 25 dys. (from Oct. 6, '06) | 23 34 |
| Bowling Green and Laurel Ry. Stn. | A. Dodds..... | 54 | 6 | 6 " (to Dec. 31, '06). | 105 00 |
| do do | R. H. Edgar.... | 54 | 6 | 3 " from " " " | 52 50 |
| Bowmanville and Caesarea | D. E. Gifford.. | 44½ | 6 | 9 " " " " " " " " | 393 75 |
| Bowmanville and Courtice..... | C. W. Lent.... | 44½ | 6 | 9 " " " " " " " " | 93 42 |
| Bowmanville and Railway Station.. | W. G. Glover.. | 17 | 12 | 9 " " " " " " " " | 52 50 |
| Bowmanville and Tyrone..... | W. H. Moore.. | 7 | 6 | 9 " " " " " " " " | 150 00 |
| Boyle and Fenwick | W. H. Smith.... | 2½ | 6 | 9 " " " " " " " " | 76 25 |
| Bracebridge and Fraserburg..... | W. H. Stonehouse | 12 | 2 | 9 " " " " " " " " | 112 50 |
| Bracebridge and Muskoka Falls... | A. R. Cameron.. | 3 | 3 | 9 " " " " " " " " | 82 50 |
| Bracebridge and Milford Bay..... | W. Porter.... | 16 | 1 | 3 " (from Jan. 1, '07) | 27 50 |
| Bracebridge and Point Kaye..... | W. A. Pooler.. | 21½ | 2 | Season 1906-07..... | 59 16 |
| Bracebridge and Railway Station.. | R. P. Perry.... | 10 | 37 | 9 months..... | 159 30 |
| Bracebridge and Wharf | F. Damasa.... | 10 | 12 | Part of season 1906..... | 39 90 |
| Bracebridge and Ziska | J. Killen.... | 6 | 2 | " " " " " " " " | 43 60 |
| Brackenrig and Port Carling..... | C. H. Davidson. | 4 | 3 | " " " " " " " " | 33 50 |
| Bracondale and Bloor Street Branch P.O. | T. Mounce.... | 11 | 12 | 6 months (to Dec. 31, '06) | 50 00 |
| Bracondale and Wychwood Park... | C. Webb..... | 13 | 12 | 9 " " " " " " " " | 57 50 |
| Bradford and Newton Robinson... | C. Melbourne.. | 9 | 6 | 9 " " " " " " " " | 273 75 |
| Bradford and Railway Station..... | do do | 1 | 24 | 9 " " " " " " " " | 56 25 |
| Brae Lake and South River..... | W. L. Taylor.. | 9 | 1 | 9 " " " " " " " " | 33 75 |
| Brampton and Huttonsville..... | M. O. Hyatt.... | 4 | 6 | 9 " " " " " " " " | 150 00 |
| Brampton and Railway Station..... | T. Thauburn.. | 10 | 12 | 9 " " " " " " " " | 99 50 |
| Brechin and Dalrymple..... | E. Vickers.... | 9 | 3 | 9 " " " " " " " " | 198 75 |
| Brechin and Railway Station..... | J. Koster..... | 1 | 24 | 9 " " " " " " " " | 150 00 |
| Brechin and Udney | do do | 5½ | 6 | 9 " " " " " " " " | 131 25 |
| Brennan Harbour and Spanish..... | Nipissing Lumber Co. | 24 | 6 | 9 " " " " " " " " | 0 72 |
| Brentwood and Railway Station... | S. C. Warner.... | 12 | 12 | 9 " " " " " " " " | 45 00 |
| Bridgeburg and Railway Station.. | D. L. Hawkinson | 36 | 1 | " (to July 31, '06). | 18 75 |
| do do | do do | 42 | 8 | " from " " " | 174 99 |
| Bridgeburg—Transfer of Mails..... | do do | 1 | 8 | " (from Aug. 1, '06) | 62 40 |
| Bridgeburg and Coningsby..... | A. Peavoy.... | 4½ | 3 | 9 " " " " " " " " | 93 75 |
| Britainville and Long Bay | G. Moore..... | 5 | 2 | 9 " " " " " " " " | 37 50 |
| Bronte and Railway Station..... | J. S. MacDonald | 14 | 12 | 9 " " " " " " " " | 79 80 |
| Brookfield Station and Railway Stn. | M. Topp..... | 11 | 6 | 9 " " " " " " " " | 37 50 |
| Brookholm and Shouldice..... | T. Skinner.... | 7 | 2 | 9 " " " " " " " " | 108 75 |
| Brooklin and Railway Station..... | J. Pile..... | 11 | 18 | 9 " " " " " " " " | 84 51 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|--------------------------------|---------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Brougham and Markham | H. Bennett | 26 $\frac{1}{2}$ | 6 | 9 months | 300 00 |
| Brougham and Whitby | J. Scott | 12 | 3 | 9 " | 255 00 |
| Brownhill and Railway Station | J. Merchant | 4 $\frac{1}{2}$ | 6 | 1 " (to July 31, '06) | 5 50 |
| do do | do | 4 $\frac{1}{2}$ | 12 | 8 " from " | 39 20 |
| Bruce Mines and Cloudslee | N. McEwen | 5 | 1 | 9 " | 39 00 |
| Bruce Mines and Railway Station | Bruce Mines and Algoma Ry. Co. | 2 | 12 & 14 | 9 " | 122 91 |
| Brunswick and Railway Station | L. C. Patterson | 2 $\frac{1}{2}$ | 6 | 9 " | 60 00 |
| Buller and Kimmount | J. Gillespie | 8 $\frac{1}{2}$ | 1 | 9 " | 41 25 |
| Burketon Station and Enfield | T. Thorn | 4 $\frac{1}{2}$ | 6 | 9 " | 112 50 |
| Burketon Station and Railway Stn. | J. Burr | 4 $\frac{1}{2}$ | 12 | 9 " | 56 25 |
| Burk's Falls and Doe Lake | T. H. Marshall | 9 $\frac{1}{2}$ | 3 | 9 " | 84 00 |
| Burk's Falls and Dunchurch | R. A. Creason | 29 | 6 | Season 1906-07 | 361 50 |
| Burk's Falls and Railway Station | F. W. Sieveright | 1 | 36 | 3 months and 15 days (to Oct. 15, '06) | 169 26 |
| do do | R. H. Menzies | 1 | 36 | 5 months and 16 days (from Oct. 15, '06) | 255 98 |
| Burlington and Port Nelson | W. Bamford | 11 $\frac{1}{2}$ | 6 | 9 months | 67 50 |
| Burlington and Radial Railway Stn. | H. Bray | 4 $\frac{1}{2}$ | 12 | 9 " | 45 00 |
| Burnaby and Railway Station | W. A. Kinnard | 2 | 6 | 9 " | 65 76 |
| Burnside and Uthoff | J. Shelswell | 8 | 2 | 9 " | 67 50 |
| Burn River and Railway Station | S. Suddaby | 4 $\frac{1}{2}$ | 12 | 9 " | 46 80 |
| Bury's Green and Railway Station | Y. Smith | 2 $\frac{1}{2}$ | 2 | 9 " | 33 75 |
| Byng Inlet North and French River | A. Germain | 24 | 2 | Season 1906-07 | 163 20 |
| Byng Inlet North and Parry Sound | F. Montgomery | 66 | 2 | " " | 345 10 |
| Cache Bay and Field | L. G. Parent | 13 | 2 | 9 months | 150 00. |
| Cache Bay and Railway Station | E. D. Jessup | 700 yds. | 24 | 9 " | 112 50 |
| Cache Bay and Veuve River | M. Steep | 6 | 2 | 9 " | 60 00 |
| Caistorville and Canfield | J. Harkins | 8 | 6 | 9 " | 135 00 |
| Calderwood and Railway Station | M. Calder | 3 | 3 | 9 " | 60 06 |
| Caldwell and Caledon | W. J. Brown | 5 $\frac{1}{2}$ | 6 | 9 " | 117 45 |
| Caledon and Railway Station | W. J. Brown | 1 $\frac{1}{2}$ | 24 | 9 " | 55 08 |
| Caledon East and Railway Station | J. W. Phillips | 500 yds. | 6 | 9 " | 30 00 |
| Caledonia and Empire | J. W. McMillan | 16 $\frac{1}{2}$ | 6 | 9 " | 303 18 |
| Callender and Railway Station | G. L. Bailey | 2 $\frac{1}{2}$ | 24 | 9 " | 150 00 |
| Callender and Wisawasa | T. Whyte | 2 $\frac{1}{2}$ | 6 | 9 " | 82 50 |
| Cambay and Lindsay | C. F. Alger | 10 $\frac{1}{2}$ | 6 | 3 " (to Sept. 30, '06) | 62 86 |
| do do | F. Wood | 10 $\frac{1}{2}$ | 6 | 6 " from " | 172 00 |
| Cameron and Railway Station | P. Northcott | 4 $\frac{1}{2}$ | 12 | 9 " | 56 25 |
| Camilla and Granger | W. Allen | 6 $\frac{1}{2}$ | 3 | 9 " | 71 25 |
| Camilla and Whittington | W. McBride | 4 $\frac{1}{2}$ | 3 | 9 " | 56 25 |
| Campania and Railway Station | H. Patten | 6 | 2 | 9 " | 78 78 |
| Campbellcroft and Railway Station | A. Smith | 70 ft. | 6 | 9 " | 30 60 |
| Campbellville and Railway Station | M. Beattie | 1 $\frac{1}{2}$ | 6 | 9 " | 45 00 |
| Campdenow and Catching Post | J. Barclay | 4 rods | 12 | 9 " | 27 27 |
| Canfield, Darling Road and Warner | J. G. Cline | 6 & 2 $\frac{1}{2}$ | 6 & 3 | 9 " | 205 38 |
| Cannington and Derryville | L. Ferron | 4 $\frac{1}{2}$ | 6 | 24 dys. (from Mar. 8, '07) | 20 00 |
| Cannington and Railway Station | J. H. Francis | 4 $\frac{1}{2}$ | 24 | 9 months | 93 75 |
| Cannington and Sutton West | J. Doyle | 20 | 6 | 8 months and 7 days to March 7, 1907, and 3 months wages for termination of contract | 536 66 |
| Cape Rich and Meaford | W. Flood | 14 | 2 | 9 " | 105 00 |
| Carden and Dalrymple | P. McCarthy | 5 | 2 | 9 " | 46 86 |
| Carlton West and Railway Station | W. Ford | 4 $\frac{1}{2}$ | 24 | 9 " | 97 50 |
| Carluka and Hamilton | G. Morton | 13 $\frac{1}{2}$ | 6 | 9 " | 402 00 |
| Carrville and Railway Station | M. Harrison | 3 $\frac{1}{2}$ | 6 | 9 " | 132 91 |
| Cartier and Railway Station | L. MacMillan | 4 $\frac{1}{2}$ | 12 | 9 " | 75 00 |
| Cashtown and Creemore | J. Cotton | 2 | 6 | 9 " | 75 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|--------------------|------------------------|-------------------------|---------|
| | | | | | 8 cts. |
| Castlemore and Kleinburg Station.. | J. Cairns..... | 14 | 6 | 9 months..... | 187 50 |
| Cataract and Railway Station..... | A. H. VanWyck | | 12 | 9 " | 56 25 |
| Cedar Dale and Railway Station.... | H. Robins | | 37 | 9 " | 97 68 |
| Cedarville and Mount Forest..... | C. Robinson.... | 11&21 | 6 | 9 " | 332 99 |
| Chantler and Catching Post.. | E. S. Keenan.... | 200 ft. | 6 | 9 " | 18 75 |
| Chapleau and Railway Station..... | P. A. Mulligan.. | | 14 | 9 " | 118 11 |
| Chatsworth and Chesley..... | W. E. Dobie.... | 24 | 3 | 9 " | 318 75 |
| Chatsworth and Desboro..... | J. Wilcox..... | 10 | 3 | 9 " | 131 25 |
| Chatsworth and Durham | E. H. Foster.... | 20 | 6 | 3 " (to Sept. 30, '06). | 162 50 |
| do do | J. Ceasear..... | 20 | 6 | 6 " from " | 325 00 |
| Chatsworth and Railway Station.. | G. J. Blyth.... | | 24 | 9 " | 154 44 |
| Chatsworth and Walters Falls..... | J. T. Walters.... | 12½ | 6 | 6 " (to Dec. 31, '06).. | 177 50 |
| do do | A. Abercrombie. | 12½ | 6 | 3 " from " | 100 00 |
| Chelmsford and Railway Station.. | S. Irwin..... | | 14 | 9 " | 218 73 |
| Cheltenham, Campbells Cross and Railway Station..... | R. Kee..... | ½&21 | 12&6 | 9 " | 318 00 |
| Cheltenham and Railway Station.. | P. Ferguson.... | | 6 | 9 " | 35 25 |
| Chippawa and Niagara Falls..... | C. D. Corsoli.... | 6&4 | 12 | 2 " (to Aug. 31, '06). | 79 16 |
| do do | International Ry Co. | 5 | 6 | 1 " (to Sept. 30, '06). | 16 66 |
| Christian Island and Lafontaine.. | J. L. King..... | 8 | 2 | 9 " | 150 00 |
| Churchill and Railway Station..... | E. H. Sloan..... | 2½ | 12 | 2 " | 164 31 |
| Churchville and Railway Station.. | T. A. Fogarty.. | | 6 | 8 " (to Feb. 28, '07).. | 53 33 |
| do do | H. Kerney..... | | 6 | 1 " from " | 8 33 |
| Claremont and Railway Station.. | R. Besse..... | | 12 | 9 " | 117 00 |
| Clarke and Kendal..... | J. Pethick..... | 6½ | 6 | 9 " | 213 00 |
| Clarke and Newtonville Railway Station..... | W. Rutherford.. | 4 | 12 | 9 " | 187 20 |
| Clarksburg and Duncan..... | A. J. Howard.... | 10 | 6 | 9 " | 300 00 |
| Clarksburg and Railway Station.. | R. Best..... | 1½ | 24 | 9 " | 234 75 |
| Clarksburg and Redwing..... | I. Thompson.... | 13½ | 6 | 9 " | 292 50 |
| Clarkson and Railway Station..... | E. M. Clarkson.. | 1½ | 12 | 9 " | 47 50 |
| Clavering and Railway Station..... | M. Perkins..... | 1½ | 12 | 9 " | 45 45 |
| Clear Lake and Uffington..... | A. Taplin..... | 16½ | 3 | 9 " | 182 25 |
| Clyde and Leslie Railway Station. | E. McNichol.... | 1½ | 6 | 9 " | 90 93 |
| Coboconk and Fenelon Falls..... | F. C. Fielding.. | 16 | 6 | 9 " | 446 25 |
| Coboconk and Norland..... | R. J. Woodstock | 5 | 6 | 9 " | 176 25 |
| Cockburn Island and Thessalon.. | R. C. Reid..... | 25 | 1 | Season 1906-07..... | 150 00 |
| Coldwater and Lovering..... | W. H. Lovering | 6 | 3 | 9 months..... | 117 00 |
| Coldwater and Moonstone..... | G. Barr..... | 6 | 3 | 9 " | 130 50 |
| Coldwater and Railway Station.. | S. D. Eplett.... | 1 | 24 | 9 " | 107 64 |
| Coleman and Railway Station..... | J. McCulloch.. | 1 | 24 | 9 " | 149 25 |
| Collingwood and Gibraltar..... | H. & J. McLean | 12½ | 3 | 9 " | 176 25 |
| Collingwood and Railway Station. | G. Gray..... | | 36 | 3 " (to Sept. 30, '06). | 79 16 |
| do do | J. S. Duncan.... | | 42 | 6 " from " | 175 00 |
| Collingwood Street Letter Boxes.. | R. Ware..... | 3½ | 18 | 9 " | 105 00 |
| Collins Inlet and Killarney..... | C. W. Pitt..... | 18 | 2 | 9 " | 167 25 |
| Colwell and Railway Station..... | O. S. Rowe..... | | 12 | 9 " | 60 84 |
| Commanda and Restoule..... | J. Atchison.... | 10 | 2 | 9 " | 86 25 |
| Concord and Thornhill Railway Station | J. L. McDonald. | ½ | 12 | 9 " | 117 00 |
| Connor, Palgrave and Railway Station | W. Lavery..... | 12-13¾ | 36&12 | 9 " | 284 25 |
| Cookstown and Railway Station.. | H. Coleman.... | 4 | 24 | 9 " | 112 32 |
| Cooksville and Railway Station.... | C. F. Colwell.. | 1 | 18 | 9 " | 135 00 |
| Copetown and Orkney | A. P. Thompson | 3 | 6 | 9 " | 150 00 |
| Copper Cliff and Railway Station.. | R. A. Waite.... | 1 | 12&14 | 9 " | 102 41 |
| Copper Cliff and Sudbury..... | R. H. Carmichael | 5 | 6 | 9 " | 127 50 |
| Corbetton and Railway Station.... | G. L. Thompson | 30 rods. | 6 | 9 " | 25 50 |
| Corwhin and Railway Station..... | N. D. Fetter.... | 10 | 6 | 3 " (to Sept. 30, '06) | 71 25 |
| do do | T. Priest..... | 10 | 6 | 6 " from " | 167 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division.
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|-------------------------------------|---------|
| | | | | | \$ cts. |
| Coulson and Orillia | A. Leitch | 16 | 6 | 9 months | 435 75 |
| Craigie Lea and Gregory | T. Waters | 5 | 1 & 2 | 9 " | 44 00 |
| Craigie Lea and Wharf | do | | 6 | Part of season 1906 | 15 90 |
| Craigleith and Railway Station | A. Fleming | | 6 | 9 months | 36 00 |
| Crawford and Elmwood | J. Teasdale | 9 | 3 | 9 " | 114 75 |
| Credit Forks and Railway Station | G. G. Smith | | 12 | 9 " | 54 98 |
| Creemore and Lavender | R. M. Lackie | 13 | 6 | 9 " | 330 00 |
| Creemore and Railway Station | J. A. Akitt | | 24 | 9 " | 70 20 |
| Creighton Mine and Railway Stn. | W. G. McKinley | 250 yds. | 6 | 9 " | 23 40 |
| Creswell and Catching Post | J. M. Johnston | | 12 | 7 " & 24 days (to Feb. 24, '07) | 32 63 |
| Creswell and Manilla Junction Stn. | do | | 12 | 1 " & 4 d. from " | 9 72 |
| Creswell and Salem Corners | N. Sinclair | 2 | 3 | 9 " | 45 00 |
| Crieff and Puslinch | D. McDonald | 3 | 3 | 9 " | 75 00 |
| Crossland and Phelpsston | M. Langman | 19 | 3 | 9 " | 213 75 |
| Crowland and Welland | H. L. Pratt | 4 | 3 | 1 " (to July 31, '06) | 9 75 |
| do | do | | 3 | 8 " from " | 83 33 |
| Cruikshank and Shallow Lake | D. Cameron | 3½ | 3 | 9 " | 56 25 |
| Crystal Beach and Railway Station | E. A. Buck | 1½ | 12 | Part of season 1906 | 21 60 |
| Crystal Beach and Wharf | do | | 12 | " | 18 75 |
| Cutler and Railway Station | N. N. Wright | | 12 | 3 mos. (to Sept. 30, '06) | 39 00 |
| do | A. M. Shackleton | | 12 & 14 | 6 " from " | 105 33 |
| Dam Creek and Railway Station | J. O. Driscoll | 75 yds. | 3 | 9 " | 15 00 |
| Darlington and Railway Station | J. Langmaid | 1½ | 12 | 9 " | 67 50 |
| Dartmoor and Sebright | S. Hill | 4 | 3 | 9 " | 60 00 |
| Davenport and Fairbank | A. Rayner | 2½ | 6 | 2 " (to Aug. 31, '06) (and arrears) | 49 99 |
| do | A. Watt | 2½ | 6 | 7 " (from Aug. 31, '06) | 87 50 |
| Davenport and Railway Station | W. Rowntree | 50 yds. | 12 | 9 " | 37 50 |
| Dean Lake and Iron Bridge | W. J. Beharriell | 8 | 2 | 9 " | 75 00 |
| Dean Lake and Railway Station | W. Rowan | 500 ft. | 12 | 9 " | 67 50 |
| Deerhurst and Gifford | R. Baynes | 4½ | 6 | 9 " | 136 50 |
| Deer Park and North Toronto Branch P.O. | J. V. Spears | 1 | 6 | 9 " | 56 25 |
| De Grassi Point and Lefroy | H. P. Nesbitt | 1½ | 12 | Part of season 1906 | 42 00 |
| Depot Harbour and Railway Stn. | J. K. Meredith | 100 yds. | 12 | 9 months | 37 50 |
| Derby Mills and Owen Sound Road | R. Robertson | ½ | 3 | 9 " | 18 00 |
| Desbarats and Railway Station | J. P. Quinn | 200 yds. | 12 | 9 " | 60 60 |
| Desboro and Pobbinton | G. Tough | 19¼ | 3 | 9 " | 175 50 |
| Dillon Port and Parry Sound | A. Thompson | 22 | 1 | 2 " and 6 days (from Jan. 26, '07) | 31 59 |
| Dillon Port and Shebeshekong | M. Miner | 8 | 2 | 6 " and 25 days (to March 25, '07) | 42 70 |
| Don and Toronto | J. C. White | 8 | 6 | 9 " | 228 00 |
| Dongola and Kimmount | J. L. Davis | 5½ | 2 | 9 " | 56 25 |
| Dorion and Quimet | M. Peacock | 6 | 2 | 9 " | 97 50 |
| Dovercourt and Railway Station | J. A. Hopkins | 14 | 6 | 9 " | 75 00 |
| Downeyville and Omemeé | C. Downey | 5½ | 6 | 9 " | 225 00 |
| Downeyville and Railway Station | P. Boake | | 6 | 9 " | 74 99 |
| Dromore and Holstein | P. Sterne | 9 | 6 | 9 " | 225 00 |
| Dromore and Thistle | W. W. Ramage | 4½ | 3 | 9 " | 56 25 |
| Drunquin and Milton West | J. Curry | 18 | 6 | 9 " | 225 00 |
| Dunbarton and Toronto | H. Wood | 19½ | 6 | 9 " | 387 50 |
| Dunchurch and Parry Sound | R. A. Creasor | 28 | 3 | 9 " | 225 00 |
| Dunchurch and Whitestone | J. E. Cox | 11½ | 3 | 9 " | 112 50 |
| Dundalk and Hopeville | J. H. Scott | 9 | 6 | 9 " | 172 50 |
| Dundalk and Kingscote | T. Morris | 13 1/10 | 3 | 9 " | 164 37 |
| Dundalk and McIntyre | M. McIntyre | 13½ | 6 | 9 " | 246 75 |
| Dundalk and Railway Station | T. Hanbury | ½ | 24 | 9 " | 93 60 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division.
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------|--------------------|------------------------|-----------------|---------------------------|
| | | | | | § cts. |
| Dundas and Sheffield. | G. W. Hendrie. | 14 | 6 | 9 months | 318 75 |
| Dunn's Valley and Ophir. | A. Cooper. | 7 | 1 | 9 " | 39 00 |
| Dunnville and Railway Station. | J. J. McGraw. | 4 | 24 | 9 " | 149 40 |
| Dunnville and Wellandport. | L. Durham. | 12 | 6 | 9 " | 227 25 |
| Dunsford and Pleasant Point. | C. Hore. | 4½ | 6 | 9 " | 150 60 |
| Dunsford and Railway Station. | W. Gordon. | 3 | 12 | 9 " | 58 68 |
| Duntroon and Maxwell. | W. Scott. | 14 | 6 | 9 " | 279 75 |
| Duntroon and Railway Station. | M. M. Russell. | 3 | 24 | 9 " | 234 00 |
| Durham and Railway Station (C.P.) | W. W. Trimble. | 14½ | 6 | 9 " | 351 75 |
| Durham and Railway Station (G.T.) | W. Walpole. | 1 | 24 | 9 " | 149 85 |
| Durham and Walkerton. | W. Caldwell. | 16½ | 6 | 9 " | 390 00 |
| Eagle Lake and Sundridge. | T. Towle. | 7 | 2 | 9 " | 56 25 |
| Earncliffe and Rosemont. | E. Bradley. | 5½ | 6 | 9 " | 150 00 |
| Ebordale and Markdale. | T. H. Smith. | 12½ | 3 | 9 " | 187 50 |
| Echo Bay and Railway Station. | D. Robertson. | 1 | 6 & 12 | 9 " | 61 50 |
| Echo Bay and Sylvan Valley. | S. R. Haldenby. | 6½ | 2 | 9 " | 82 50 |
| Eden Mills and Guelph. | W. Woods. | 16 | 6 | 9 " | 292 50 |
| Edgar and Hawkestone Railway Station. | T. W. Montgomery. | 12 | 6 | 9 " | 225 00 |
| Edgeley and Thornhill Railway Station. | R. Sowden. | 2 | 12 | 9 " | 146 25 |
| Egbert and Catching Post. | G. Hopkins. | 3 | 6 | 9 " | 67 50 |
| Elcho and Smithville. | E. Hartnett. | 10 | 3 | 9 " | 98 00 |
| Elder and Mono Centre. | T. Giles. | 4½ | 2 | 9 " | 45 00 |
| Elder's Mills and Railway Station. | G. T. Elder. | 1 | 6 | 9 " | 45 00 |
| Elia and Railway Station. | J. Daniels. | 3 | 6 | 9 " | 67 50 |
| Elizabethville and Port Hope. | J. F. Beatty. | 32 | 6 | 9 " | 349 50 |
| Elmbank and Malton. | J. Harrison. | 20 | 6 | 9 " | 284 49 |
| Elmvale and Gibson. | J. P. Dean. | 9 | 3 | 9 " | 112 50 |
| Elmvale and Railway Station. | C. Nixon. | 1 | 18 | 9 " | 74 61 |
| Emberson and Huntsville. | G. T. Young. | 19 | 2 | 9 " | 117 00 |
| Emery and Railway Station. | J. Watson. | 4 | 6 | 8 " | 75 00 |
| Emsdale and Railway Station. | F. W. Brooks. | 17½ | 12 | 9 " | 55 00 |
| Ennis and Loretto. | A. W. Burke. | 3½ | 2 | 9 " | 37 50 |
| Ennismore and Frankhill. | C. Lowe. | 6 | 1 | 9 " | 52 50 |
| Epping and Meaford. | S. R. Hawkins. | 17½ | 6 | 6 " | (to Dec. 31, '06). 255 00 |
| do | R. Onia. | 17½ | 6 | 3 " | from " " 152 50 |
| Erin and Guelph. | J. Gibson. | 29 | 6 | 5 " | (to Nov. 30, '06). 158 33 |
| do | W. H. Carton. | 29 | 6 | 4 " | from " " 126 66 |
| Erin and Railway Station. | I. M. Teeter. | 1 | 12 | 3 " | (to Sept. 30, '06). 20 00 |
| do | W. Chisholm. | 1 | 12 | 6 " | from " " 46 80 |
| Espanola and Webbwood Railway Station. | Spanish River Pulp Co. | 8 | 7 | 9 " | 112 50 |
| Excelsior and Kagawong. | H. L. Corbier. | 10 | 1 | 9 " | 38 50 |
| Fairbairn and Fenelon Falls. | T. E. Tiers. | 8 | 2 | 9 " | 67 50 |
| Fairholme and Lorimer Lake. | W. C. Ferris. | 7 | 2 | 9 " | 65 61 |
| Fair Valley and Warminster. | J. Thornton. | 4 | 3 | 9 " | 75 00 |
| Falding and Otter Lake Railway Station. | M. Rankin. | 1½ | 12 | 9 " | 234 00 |
| Falkenburg Station and Port Carling. | A. Ennis. | 16½ | 6 | Season 1906-07. | 180 79 |
| Falkenburg Station and Railway Station. | W. Naismith. | 1 | 6 | 9 months. | 29 24 |
| Falkenburg Station and Windermere. | D. Fife. | 17½ | 3 | 9 " | 225 00 |
| Fawkham and Washbago Railway Station. | A. B. McDonell. | 3½ | 6 | 9 " | 81 90 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|----------------------------------|------------------------|-----------------------------|---------|
| Fenelon Falls and Railway Station | H. Brooks..... | $\frac{1}{2}$ | 18 | 9 months..... | 66 68 |
| Fenwick and Railway Station | A. Rice..... | $\frac{1}{2}$ | 12 | 9 "..... | 58 50 |
| Fenwick and River Bend | J. Chambers..... | $5\frac{1}{2}$ | 6 | 9 "..... | 206 25 |
| Fenwick and St. John's West | J. A. McQueen..... | 9 | 6 | 9 "..... | 206 25 |
| Fenwick and Welland | J. C. Ball..... | $10\frac{1}{2}$ | 6 | 8 " (to Feb. 28, '07). | 191 51 |
| do | do..... | $11\frac{1}{2}$ | 6 | 1 " from "..... | 54 16 |
| Fergus and Living Spring | W. Marshall..... | 6 | 2 | 9 "..... | 56 25 |
| Fern Glen and Railway Station | H. Tebby..... | 11 | 3 | 9 "..... | 52 65 |
| Fesserton and Railway Station | R. Jancowski..... | $\frac{1}{2}$ | 24 | 9 "..... | 84 24 |
| Fetherston and Parry Harbour | M. A. Peake..... | 2 | 3 | 9 "..... | 75 00 |
| Feversham and Flesheron | J. Sample..... | 12 | 6 | 9 "..... | 164 25 |
| Feversham and Lady Bank | G. Myers..... | 5 | 2 | 9 "..... | 48 00 |
| Fingerboard and Sonya | R. Moase..... | $2\frac{1}{2}$ | 3 | 9 "..... | 63 75 |
| Fleetwood and Franklin | J. Shea..... | 2 | 6 | 9 "..... | 75 00 |
| Flesherton, Kimberley and Van- deleur | J. Weber..... | $10\frac{1}{2}$ & $6\frac{1}{2}$ | 6 | 9 "..... | 522 75 |
| Flesherton and Railway Station | W. W. Trimble..... | $1\frac{1}{2}$ | 24 | 9 "..... | 111 75 |
| Fort Erie and Railway Station | H. Plato..... | $1\frac{1}{2}$ | 36 | 1 " (to July 31, '06).. | 41 66 |
| do | do..... | $1\frac{1}{2}$ | 42 | 8 " from "..... | 388 88 |
| Foxmead and Railway Station | W. Black..... | 1 | 6 | 9 "..... | 45 00 |
| Franconia and Railway Station | R. C. Graves..... | $\frac{1}{2}$ | 7 | 9 "..... | 187 20 |
| Franklin and Railway Station | H. E. Tripp & Son | 100 ft. | 12 | 9 "..... | 52 50 |
| Freelton and Hamilton | D. Wheeler..... | $14\frac{3}{4}$ | 6 | 9 "..... | 134 25 |
| Freelton and Mountsberg | J. Mount..... | $3\frac{1}{2}$ | 6 | 9 "..... | 127 50 |
| Freeman and Railway Station | E. B. Freeman..... | $1\frac{1}{2}$ | 30 | 9 "..... | 93 60 |
| Galt and Sheffield | J. Ramchisel..... | 6 | 6 | 9 "..... | 121 50 |
| Gamebridge and Railway Station | D. McBain..... | $1\frac{1}{2}$ | 12 | 9 "..... | 75 00 |
| Garden River and Railway Station | A. W. Cunning- ham | $1\frac{1}{2}$ | 6 & 7 | 9 "..... | 127 00 |
| Garry Owen and Owen Sound | J. T. Godfrey..... | 10 | 3 | 9 "..... | 147 00 |
| Gas Line and Catching Post | E. Michener..... | $1\frac{1}{2}$ | 6 | 9 "..... | 60 00 |
| Georgetown and Glen Williams | L. Lewis..... | 2 | 12 | 9 "..... | 114 00 |
| Georgetown and Railway Station | W. Hall..... | $\frac{1}{2}$ | 18 | 9 "..... | 112 50 |
| Georgina Island and Virginia | C. Big-Canoe..... | 4 | 2 | 9 "..... | 30 00 |
| Germania and Uffington Road | J. E. Rosgar..... | $2\frac{1}{2}$ | 6 | 9 "..... | 81 25 |
| Gertrude Mine and Railway Station | J. T. O'Connor..... | $150\frac{1}{2}$ yds | 6 | 9 "..... | 54 00 |
| Gilchrist and Shanty Bay | H. Gilchrist..... | 4 | 6 | 9 "..... | 138 33 |
| Gilford and Railway Station | J. A. Blain..... | $\frac{1}{2}$ | 24 | 9 "..... | 46 80 |
| Glamorgan and Millbrook | A. Hanna..... | 6 | 2 | 9 "..... | 93 75 |
| Glandine and Railway Station | J. Woolcott..... | 2 | 3 | 2 " (to Aug. 31, '06). | 27 00 |
| Glanford Station and Railway Stn. | H. Clark..... | $\frac{1}{2}$ | 6 | 9 "..... | 51 48 |
| Glenarn and Woodville | S. Dumond..... | 22 | 6 | 9 "..... | 318 75 |
| Glencairn and Railway Station | S. Stephens..... | $\frac{1}{4}$ | 6 | 9 "..... | 45 00 |
| Glenearn and Mount Forest | R. Clark..... | 5 | 3 | 9 "..... | 75 00 |
| Glen Huron and Railway Station | J. R. Hamilton..... | $1\frac{1}{2}$ | 6 | 9 "..... | 105 00 |
| Glenila and Maple Island | W. McAmmond..... | 5 | 1 | 9 "..... | 48 75 |
| Glen Major and Myrtle | C. Hartle..... | 7 | 6 | 9 "..... | 140 25 |
| Glen Orchard and Stanley Brae | N. Orchard..... | 8 | 3 | Season 1906-07..... | 70 00 |
| Glen Orchard and Whiteside | do..... | $11\frac{1}{2}$ | 3 | Part of season 1906..... | 23 10 |
| Glennville and Newmarket | T. Somerville..... | $3\frac{1}{2}$ | 6 | 9 months..... | 90 00 |
| Goldenburgh and Sowerby | J. McCulloch..... | 6 | 1 | 4 " (to Oct. 31, '06).. | 34 66 |
| do | R. Hendry..... | 6 | 1 | 5 " from "..... | 31 50 |
| Goodwood and Railway Station | J. Hakney..... | $\frac{1}{2}$ | 12 | 9 "..... | 30 00 |
| Gordon Lake and Leeburn | N. Morrison..... | 7 | 1 | 9 "..... | 48 75 |
| Gordon Lake and Railway Station | R. W. Alderson..... | 10 | 3 | 9 "..... | 172 05 |
| Gore Bay and Ice Lake | J. Brett..... | 7 | 2 | Part of season 1906..... | 45 00 |
| Gore Bay and Kagawong | W. Cosby..... | 12 | 3 | Part of season 1906-07..... | 75 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------------------|--------------------|------------------------|-----------------------------|----------|
| | | | | | 8 cts. |
| Gore Bay, Meldrum Bay and Silver Water..... | W. Kemp..... | 51 & 35 | 2 | 3 months (to Sept. 30, '06) | 125 00 |
| do do..... | W. Priddle..... | 51 & 35 | 2 | 6 " from " " | 350 00 |
| Gore Bay and Poplar..... | M. McArthur..... | 11 | 2 | 9 " " " | 117 00 |
| Gore Bay and Providence Bay..... | J. Mastin..... | 20½ | 2 | 9 " " " | 225 00 |
| Gore Bay and Spanish Railway Stn..... | J. Purvis..... | 24 & 33 | 6 & 3 | Part of season 1906-07.... | 529 00 |
| Goring and Rocklyn..... | R. H. Williamson..... | 4 | 3 | 9 months..... | 52 50 |
| Gornley and Unionville..... | R. Campbell..... | 22½ | 6 | 9 " " " | 232 50 |
| Goulais Bay and Sault Ste. Marie..... | A. McAuley..... | 26 | 1 | 9 " " " | 300 00 |
| Grand Valley and Peepabun..... | R. Dickson..... | 3½ | 2 | 9 " " " | 30 00 |
| Grand Valley and Railway Station..... | J. & F. Sargent..... | 1 | 24 | 9 " " " | 89 84 |
| Grand Valley and Wexley..... | R. Boyle..... | 13½ | 3 | 9 " " " | 183 00 |
| Granite Hill and Mandeville..... | A. McLaren..... | 5 | 1 | 9 " " " | 18 75 |
| Grassie and Kimbo..... | W. Newnam..... | 4½ | 3 | 9 " " " | 67 50 |
| Grassie and Railway Station..... | J. O. Moore..... | 1½ | 6 | 9 " " " | 60 00 |
| Gravenhurst and Railway Station..... | W. H. Johns..... | 3½ | 36 | 9 " " " | 176 94 |
| Gravenhurst and Southwood..... | E. McAlpine..... | 11 | 1 | 9 " " " | 78 00 |
| Gravenhurst and Uffington..... | J. Crozier..... | 11 | 3 | 9 " " " | 187 50 |
| Gravenhurst and Walker's Point..... | H. Bradley..... | 14 | 1 | Part of season 1906-07.... | 37 59 |
| Gravenhurst and West Gravenhurst..... | J. Groh..... | 2 | 6 | 9 months..... | 93 75 |
| Gravenhurst and Wharf..... | I. Passmore..... | 1¾ | 12 | Part of season 1906..... | 48 06 |
| Greenbank and Blackwater Junction..... | S. Dusty..... | 5¾ | 6 | 9 months..... | 101 25 |
| Green Bay and Sheguindah..... | L. W. Ferguson..... | 7 | 2 | 9 " " " | 53 01 |
| Green River and Railway Station..... | M. R. Hoover..... | 1½ | 12 | 9 " " " | 106 25 |
| Grenfel and Railway Station..... | E. J. Tracey..... | 2½ | 2 | 9 " " " | 58 50 |
| Grimsby Park and Ry. Station..... | E. A. Chawn..... | ¾ | 24 | Part of season 1906..... | 32 00 |
| Guelph and Hamilton..... | J. Foster..... | 31½ | 6 | 9 months..... | 525 00 |
| Guelph and Shiloh..... | G. H. Oakes..... | 15½ | 3 | 9 " " " | 221 25 |
| Guelph and Street Letter Boxes..... | W. Reed..... | 5 | 13 | 9 " " " | 121 20 |
| Guthrie and Oro Railway Station..... | W. Mitchell..... | 3½ | 6 | 9 " " " | 123 75 |
| Hamilton and Hunter Street Station..... | Canadian Transfer Co..... | 1¾ | 48 | 9 " " " | 168 48 |
| Hamilton and Kilbride..... | W. Small..... | 15¾ | 6 | 9 " " " | 147 75 |
| Hamilton and King Street Station..... | Canadian Transfer Co..... | 1¾ | 12 | 9 " " " | 37 50 |
| Hamilton Conveyance of Letter Carriers..... | Hamilton Street Railway Co..... | | | 9 " " " | 693 00 |
| Hamilton Conveyance of Letter Carriers..... | Canadian Transfer Co..... | | | Special service..... | 32 00 |
| Hamilton and Street Letter Boxes..... | W. Wilkinson..... | | | 1 month (to July 31, '06) | 125 00 |
| do do..... | G. Pitlock..... | | | 8 " from " " | 1,333 33 |
| Hamilton and Mount Hamilton..... | W. J. Winn..... | 1½ | 6 | 3 " (from Jan 1, '07). | 6 25 |
| Hamilton-Special Xmas. Delivery..... | Canadian Transfer Co..... | | | | 37 25 |
| Hamilton Beach and Radial Railway Station..... | J. Hughes..... | 1 | 12 & 3 | 9 months..... | 40 05 |
| Hamlet and Severn Bridge..... | N. Bennett..... | 6½ | 2 & 6 | 9 " " " | 56 25 |
| Hampshire Mills and Orillia..... | C. Baird..... | 10¾ | 6 | 9 " " " | 235 50 |
| Hampton and Solina..... | E. G. Stevens..... | 2½ | 6 | 9 " " " | 71 25 |
| Hanover and Letter Box..... | W. Wendorf..... | 240 yds. | 24 | 9 " " " | 18 75 |
| Hanover and Mulock..... | do..... | 11 | 3 | 9 " " " | 122 85 |
| Hanover and Railway Station..... | do..... | ½ | 18 | 9 " " " | 67 50 |
| Harrisburg and Troy..... | A. Misener..... | 4 | 6 | 9 " " " | 104 00 |
| Hatherton and Maxwell..... | M. Scilley..... | 4½ | 2 | 9 " " " | 45 00 |
| Hawkestone and Railway Station..... | T. Linton..... | 1¼ | 6 | 9 " " " | 35 10 |
| Hekkla and Rosseau..... | A. V. Helgason..... | 6 | 1 | 9 " " " | 38 00 |
| do..... | G. Grenke..... | 6 | 1 | 1 trip..... | 1 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division.
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--|--------------------|------------------------|-----------------------------------|---------|
| | | | | | § cts. |
| Hereward and Belwood Railway Stn | E. Hanna | 4 $\frac{1}{2}$ | 6 | 9 months | 84 75 |
| Heron Bay and Railway Station | D. Cameron | 12 | 9 | " | 56 25 |
| Hewitt and Railway Station | C. Hewitt | 6 | 9 | " | 33 75 |
| Highfield and Catching Post | D. Love | 6 | 1 | " (to July 31, '06). | 5 08 |
| do do | J. Smith | 6 | 8 | " from " | 44 86 |
| Hillsburgh and Railway Station | J. Carmichael | 6 | 9 | " | 60 00 |
| Hill-dale and Hobart | C. E. Smith | 7 | 3 | 9 " | 150 00 |
| Hillsdale and Mount St. Louis | J. Coulson | 4 | 3 | 9 " | 56 25 |
| Himsworth and Powassan | D. Hanrahan | 6 | 1 | 9 " | 45 00 |
| Hindon Hill and Peterson's Corners | D. Taylor | 5 $\frac{1}{2}$ | 1 | 9 " | 39 00 |
| Hoath Head and Owen Sound | J. Fisher | 7 | 2 | 9 " | 67 50 |
| Hockley and Mono Centre | A. Beatty | 11 | 6 | 9 " | 295 50 |
| Hogg and Lindenwood | G. Shaw | 3 $\frac{1}{2}$ | 1 | 8 " (from Aug. 1, '06) | 26 66 |
| Holland Centre and Railway Stn | R. C. Price | 24 | 9 | " | 92 25 |
| Holland Landing and Railway Stn | W. Luck | 24 | 9 | " | 112 32 |
| Holstein and Orchard | J. Mark | 4 | 6 | 9 " | 112 50 |
| Holstein and Railway Station | A. Doupe | 12 | 24 | 9 " | 97 50 |
| Honeywood and Railway Station | J. Grummett | 12 | 6 | 9 " | 205 50 |
| Honora and Little Current | D. Hay | 13 | 2 | 9 " | 105 00 |
| Honora and Rockville | J. Spry | 9 | 1 | 9 " | 26 25 |
| Hotham and Nipissing | J. Steele | 6 | 2 | 9 " | 75 00 |
| Humber and Warren | T. Dixon | 6 | 2 | 2 " & 24 days (from Jan. 8, '07) | 23 05 |
| Humber and Weston | P. Harris | 8 | 6 | 9 " | 165 75 |
| Humber and Swansea Railway Stn | J. McConnell | 1 | 12 | 9 " | 112 50 |
| Humberstone and Railway Station | A. J. Barth | $\frac{1}{2}$ | 24 | 9 " | 103 26 |
| Humberstone and Street Letter Box | do | 333 yds. | 24 | 9 " | 22 50 |
| Huntsville, Dwight and Fox Point | Huntsville Lake of Bays & Lake Simcoe Co | 20 $\frac{1}{2}$ | 6 & 3 | 9 " | 300 00 |
| Huntsville and Portage | do | 10 $\frac{1}{2}$ | 3 & 6 | 9 " | 75 00 |
| Huntsville and Railway Station | J. D. Thomas | 3 $\frac{1}{2}$ | 36 | 9 " | 247 50 |
| Huntsville and Ravenscliffe | W. Clarke | 5 $\frac{1}{2}$ | 2 | 9 " | 56 25 |
| Ilfracombe and Novar | F. C. Taylor | 8 | 3 | 6 " (to Dec. 31, '06). | 75 00 |
| do do | W. Campbell | 3 | 3 | 3 " from " | 71 00 |
| Inglewood and Railway Station | J. M. Scott | $\frac{1}{2}$ | 12 | 9 " | 58 50 |
| Inholmes and Orrville | S. Higgins | 19 | 2 | 9 " | 157 50 |
| Irish Lake and Priceville | T. E. Sullivan | 7 $\frac{1}{2}$ | 2 | 9 " | 63 00 |
| Iron Bridge and Skibo | A. Fraser | 5 | 2 | 9 " | 56 04 |
| Isbester and Catching Post | L. Garnett | 150 ft. | 6 | 9 " | 0 75 |
| Islington and Railway Station | E. S. Mason | $\frac{1}{2}$ | 6 | 9 " | 70 20 |
| Ivy and Thornton Station | W. Reid | 5 | 6 | 9 " | 150 00 |
| Jackfish and Railway Station | P. A. Nicol | $\frac{1}{2}$ | 12 | 9 " | 37 50 |
| Jackson and Owen Sound | W. Caswell | 6 | 6 | 9 " | 141 00 |
| Jackson's Point and Railway Stn | W. Morton | 2 | 12 | Part of season 1906 | 46 78 |
| James Bay Junction and Railway Station | S. G. Vance | 25 yds. | 12 | 9 mos | 23 46 |
| Janetville and Pontypool | W. Foster | 29 | 6 | 9 " | 285 00 |
| Jarlsburg and Railway Station | J. Nelson | $\frac{1}{2}$ | 12 | 9 " | 82 50 |
| Jerseyville and Railway Station | G. W. Bishop | $\frac{1}{2}$ | 6 | 9 " | 32 61 |
| Jocelyn and Outlook | P. Mansfield | 4 | 2 | 5 " & 12 days (from Oct. 29, '06) | 25 85 |
| Jocelyn and Richards Landing | S. Henry | 14 $\frac{1}{2}$ | 2 | 9 " | 94 88 |
| John Island and Cutler Railway Station | Northrup Lumber Co | 6 | 37 | Part of season 1906-07 | 75 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division.
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|--------------------|------------------------|--------------------------------------|---------|
| Jordan and Railway Station..... | A. S. Moyer..... | 1 $\frac{1}{2}$ | 12 | 9 mos..... | 71 25 |
| Jordan and Vineland..... | do..... | 1 $\frac{1}{2}$ | 6 | 9 "..... | 87 75 |
| Jordan Harbour and Jordan Stn.... | G. Oliver..... | 2 $\frac{1}{2}$ | 6 | 9 "..... | 94 91 |
| Juddhaven and Port Carling..... | A. Ennis..... | 14 | 3 | Part of season 1906-07.... | 127 50 |
| Katrine and Orange Valley..... | F. H. White..... | 6 | 1 | 9 mos..... | 30 00 |
| Katrine and Railway Station..... | M. A. Mawhinney..... | 1 $\frac{1}{2}$ | 6 | 6 " (to Dec. 31, '06).. | 48 67 |
| do do..... | J. J. Sutherland..... | 1 $\frac{1}{2}$ | 6 | 3 " from "..... | 19 25 |
| Katrine Station and Catching Post. | J. W. Sutherland..... | 60 yds. | 12 | 9 mos..... | 26 25 |
| Kearney and Railway Station..... | R. McConkey..... | 1 $\frac{1}{2}$ | 18 | 9 "..... | 104 61 |
| Kearney and Sand Lake..... | J. Hunter..... | 7 | 2 | 9 "..... | 97 50 |
| Keldon and Shelburne..... | W. McBride..... | 10 | 3 | 9 "..... | 150 00 |
| Kells and Powassan..... | H. Anderson..... | 9 | 3 | 9 "..... | 135 00 |
| Kelso and Christie Siding..... | R. E. Allan..... | 1 $\frac{1}{2}$ | 6 | 9 "..... | 45 00 |
| Kemble and Walselev..... | W. C. Vanstone..... | 5 $\frac{1}{2}$ | 2 | 9 "..... | 78 00 |
| Keswick and Roach's Point..... | D. V. Van Norman..... | 3 | 6 | 9 "..... | 195 00 |
| Kettleby and Railway Station..... | C. Shropshire..... | 1 $\frac{1}{2}$ | 24 | 9 "..... | 327 60 |
| Kilgorie and Whitfield..... | T. Dorsey..... | 4 $\frac{1}{2}$ | 2 | 9 "..... | 45 00 |
| Killarney and Little Current..... | A. McIvor..... | 20 | 3 | (Part of season 1906-07). | 249 90 |
| Killean and Railway Station..... | I. Ferguson..... | 1 $\frac{1}{2}$ | 6 | 9 months..... | 93 60 |
| Kilmanagh and Mono Road Station.. | M. Stonehouse..... | 3 | 3 | 9 "..... | 51 75 |
| Kilworthy and Catching Post..... | C. Borneman..... | 200 yds. | 6 | 1 " and 4 days (to Aug. 4, '06).. | 2 85 |
| do do..... | G. A. Lehmann..... | 200 yds. | 6 | 7 " and 27 dys. (from Aug. 4, '06).. | 19 65 |
| Kilworthy and Morrison Lake..... | J. D. Smith..... | 8 | 1 | 9 "..... | 48 75 |
| Kilworthy and Sparrow Lake..... | A. Wiancko..... | 4 $\frac{1}{2}$ | 6 & 2 | 9 "..... | 73 20 |
| King and Railway Station..... | J. McDonald..... | 4 $\frac{1}{2}$ | 6 | 9 "..... | 82 50 |
| King and Strange..... | A. McDonald..... | 4 $\frac{1}{2}$ | 6 | 9 "..... | 174 00 |
| Kinghurst and Mooresburg..... | S. Fenton..... | 5 $\frac{1}{2}$ | 2 | 9 "..... | 45 00 |
| Kinnmount and Railway Station..... | G. Train..... | 4 | 12 | 9 "..... | 45 00 |
| Kipling and Verner..... | J. T. Whalen..... | 9 | 2 | 9 "..... | 151 86 |
| Kirkfield and Lorneville Railway Station..... | S. Diamond..... | 17 $\frac{1}{2}$ | 6 | 9 "..... | 446 25 |
| Kirkfield and Rohallion..... | R. Whalen..... | 7 $\frac{1}{2}$ | 2 | 9 "..... | 60 00 |
| Kirkwall and Rockton..... | J. Harper..... | 17 $\frac{1}{2}$ | 6 | 9 "..... | 112 50 |
| Kleinburg and Railway Station..... | J. Cairns..... | 1 $\frac{1}{2}$ | 12 | 9 "..... | 112 50 |
| Knatchbull and Speyside..... | A. McDonald..... | 9 $\frac{1}{2}$ | 3 | 9 "..... | 147 75 |
| Kolapore and Ravenna..... | S. A. Wilson..... | 5 $\frac{1}{2}$ | 6 | 9 "..... | 132 00 |
| Lafontaine and Penetanguishene... F. Longpre..... | | 8 $\frac{1}{2}$ | 6 | 9 "..... | 206 25 |
| Laird and McLennan..... | A. Venn..... | 4 $\frac{1}{2}$ | 2 | 9 "..... | 58 50 |
| Lake Charles and Oxenden..... | R. R. Tupper..... | 5 | 3 | 9 "..... | 85 50 |
| Lambton Mills and Railway Station | O. Lamb..... | 1 | 18 | 6 " (to Dec. 31, '05).. | 67 50 |
| do do..... | J. O'Leary..... | 1 | 18 | 2 " (to Feb. 28, '07).. | 39 16 |
| do do..... | F. Cornish..... | 1 | 18 | 1 " from "..... | 18 75 |
| Landerkin and Town Line Corners. | A. McIntyre..... | 1 $\frac{1}{2}$ | 3 | 6 " (to Dec. 31, '06).. | 46 80 |
| do do..... | A. Rimmer..... | 1 $\frac{1}{2}$ | 3 | 3 " from "..... | 23 40 |
| Larchwood and Railway Station.... | G. Wright..... | 300 yds. | 6 | 9 "..... | 66 00 |
| Leaside Junction and Railway Stn.. | J. H. Lea..... | 300 yds. | 12 | 9 "..... | 9 00 |
| Leaskdale and Railway Station.... | W. H. Oliver..... | 13 | 6 | 9 "..... | 280 25 |
| Lee Valley and Webbwood..... | A. Edgeley..... | 6 $\frac{1}{2}$ | 3 | 9 "..... | 113 25 |
| Lefavaes Corners and Catching Post | D. W. McNamara..... | 1 | 3 | 9 "..... | 41 25 |
| Lefroy and Railway Station..... | J. G. Douse..... | 1 $\frac{1}{2}$ | 12 | 9 "..... | 37 44 |
| Lemonville and Stouffville..... | R. Chappell..... | 16 | 6 | 9 "..... | 180 00 |
| Leskard and Newcastle..... | T. W. Jackson..... | 10 | 6 | 9 "..... | 225 00 |

\$ cts.

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|-----------------|------------------------|-----------------------------------|---------|
| | | | | | § cts. |
| Leskard and New Park..... | R. Miller..... | 4 | 2 | 9 months..... | 45 00 |
| Lewisham and Washago..... | J. Fox..... | 24 | 3 | 9 "..... | 254 16 |
| Lily Lake and Manitowaning..... | E. Norton..... | 7 | 1 | 9 "..... | 37 50 |
| Lindenwood and Presqu' Isle..... | G. Shaw..... | 5 | 1 | 1 " (to July 31, '06)..... | 3 33 |
| Lindsay and Railway Station (C.P.) | W. W. Workman | | 12 & 18 | 9 "..... | 57 99 |
| do do (G.T.) | do | | 48 | 9 "..... | 168 75 |
| Lindsay and Street Letter Boxes... | P. O'Reilly..... | 6 | 18 | 9 "..... | 193 56 |
| Lindsay and Wharf..... | A. F. Palen..... | | 19 | Part of season 1906..... | 22 50 |
| Linton and Kleinburg Railway Stn. | H. F. McGuire..... | 13 | 6 | 9 months..... | 336 75 |
| Lisgar and Railway Station (C.P.) | F. Marshall..... | 1 | 6 | 9 "..... | 77 22 |
| Lisle and Railway Station (G.T.) | R. H. Little..... | 1 | 6 | 9 "..... | 18 75 |
| Little Britain and Railway Station. | D. Yerex..... | 2 | 18 | 9 "..... | 120 00 |
| Little Britain and Valentia..... | D. J. Sharpe..... | 5 1/2 | 6 | 9 "..... | 112 50 |
| Little Current and Manitowaning. | W. H. Hurlburt..... | 21 | 6 | Part of season 1906-'07..... | 252 85 |
| Little Current and Massey Station. | A. McEachern..... | 26 | 3 & 6 | 9 "..... | 286 00 |
| Little Current and Sheguindah..... | W. Caughill..... | 8 | 6 | Part of season 1906..... | 150 00 |
| Little Rapids and Thessalon..... | C. McPhee..... | 4 | 4 | 9 months..... | 107 25 |
| Livingstone Creek and Thessalon. | A. McKiggan..... | 6 | 3 | 9 "..... | 84 36 |
| Lloydtown and Railway Station... | J. Baird..... | 11 | 12 | 9 "..... | 168 18 |
| Lloydtown and Tuam..... | do..... | 4 | 6 | 9 "..... | 150 00 |
| Lockton and Railway Station..... | W. McElvaney..... | 1 | 6 | 9 "..... | 73 50 |
| Long Branch and Railway Station | A. R. Buckles..... | | 12 | Part of season 1906..... | 18 75 |
| Longford Mills and Railway Stn... | A. F. Cooper..... | | 12 | 9 "..... | 45 00 |
| Loring and Trout Creek..... | J. Kyle..... | 42 | 3 | 9 "..... | 450 00 |
| Lorne Park and Railway Station... | A. Shaver..... | | 12 | 9 "..... | 56 25 |
| Lorneville and Railway Station.... | M. Cameron..... | | 24 | 9 "..... | 93 60 |
| Lowbanks and B. D. Crossing..... | W. W. Michener..... | | 6 | 9 "..... | 63 75 |
| Lynden and Troy..... | A. Misner..... | 3 | 6 | 1 month (from March 1, 1907)..... | 13 00 |
| McFarlane Lake and Sudbury..... | O. Pilon..... | 8 | 2 | 9 months..... | 117 00 |
| McNab and St. Catharines..... | W. Bogardus..... | 6 | 6 | 9 "..... | 131 25 |
| MacLennan and Desbarats Railway Station | M. MacLennan..... | 5 1/2 | 6 | 3 " (to Sept. 30, '06)..... | 65 00 |
| do do | A. Christensen..... | 5 1/2 | 6 | 6 " from "..... | 149 15 |
| Macville and Railway Station (C.P.) | A. Hope..... | | 6 | 9 "..... | 45 00 |
| Magnetawan and Spence..... | R. Brown..... | 7 | 3 | 9 "..... | 71 25 |
| Malta and Severn Bridge..... | T. Whyte..... | 4 | 2 | 9 "..... | 48 75 |
| Malton and Nortonville..... | W. Rollings..... | 22 | 6 | 9 "..... | 333 75 |
| Manchester and Railway Station... | M. E. Fitchett..... | 11 | 12 | 9 "..... | 75 00 |
| Manilla and Railway Station..... | D. King..... | 1 | 12 | 9 "..... | 91 26 |
| Manitowaning and Providence Bay. | A. Mitchell..... | 42 | 2 | 9 "..... | 450 00 |
| Manitowaning and Wikwemikong.... | C. Toulouse..... | 6 | 3 | 9 "..... | 87 75 |
| Manswood and Railway Station.... | I. Wooding..... | | 6 | 9 "..... | 37 50 |
| Manvers Station and Railway Stn... | W. Porter..... | | 6 | 9 "..... | 60 00 |
| Maple and Railway Station..... | R. Rumble..... | | 18 | 9 "..... | 100 86 |
| Maple and Vellore..... | do..... | 13 | 6 | 9 "..... | 181 64 |
| Maple Lane and Yeovil..... | J. Spicer..... | 4 1/2 | 3 | 1 month (from March 1, 1907)..... | 6 08 |
| Marden and Railway Station..... | A. Doran..... | | 6 | 1 " (to July 31, '06)..... | 11 20 |
| do do | J. Hurley..... | | 6 | 8 months from "..... | 82 40 |
| Markdale and Railway Station.... | J. W. Rutledge..... | 24 | 1 | 1 month (to July 31, '06)..... | 13 00 |
| do do | J. C. Shute..... | 24 | 8 | 8 months from "..... | 93 60 |
| Markham and Mount Joy..... | G. W. Rodd..... | 12 | 15 | dys. (from Mar. 17, '07)..... | 3 88 |
| Markham and Railway Station.... | N. Michael..... | 24 | 9 | 9 months..... | 67 50 |
| Markstay and Railway Station..... | N. Roy..... | | 12 | 9 "..... | 112 50 |
| Marksville and Milford Haven..... | J. E. Murphy..... | 8 | 2 | 6 " (to Dec. 31, '06)..... | 52 00 |
| do do | B. Garside..... | 8 | 2 | 3 " from "..... | 41 60 |
| Marksville and Desbarats Railway Station | B. Jondreau..... | 9 1/2 | 6 | 9 "..... | 453 93 |
| Marksville and Tenby Bay..... | F. Bolt..... | 15 | 2 | 9 "..... | 172 50 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|-----------------------------|----------|
| | | | | | 8 cts. |
| Marshville and Wainfleet Railway Station | R. Haymer, jr. | 3½ | 12 | 9 months | 146 25 |
| Marsville and Hillsburgh Railway Railway Station | S. Woolner | 7½ | 6 | 6 " (to Dec. 31, '06) | 124 40 |
| do do | T. Carruthers | 7½ | 6 | 3 " from " " | 62 20 |
| Massey Station and Railway Stn. | W. N. Bowers | 20 rods | 12 | 9 " " | 128 00 |
| Meadowvale and Railway Station | C. W. Switzer | 12 | 6 | 6 " (to Dec. 31, '06) | 75 00 |
| do do | J. H. Whittam | 12 | 3 | 3 " from " " | 43 75 |
| Meaford and Owen Sound | F. Thomson | 20 | 12 | 9 " " | 288 75 |
| Meaford and Railway Station | J. Uland | 12 | 24 | 9 " " | 75 00 |
| Meaford and Walters Falls | J. Murray | 22 | 3 | 9 " " | 216 00 |
| Mecumoua and Rye | W. Hart-child | 4 | 3 | 9 " " | 60 00 |
| Melancthon and Catching Post | J. Brown | 12 | 9 | 9 " " | 74 88 |
| Melville Cross and Railway Station | H. Scott | 6 | 6 | 9 " " | 35 19 |
| Merritton and Railway Station | M. A. Schooley | 12 | 6 | 10 dys. (from Mar. 22, '07) | 0 88 |
| Michipicoten and Grasset's Station | Speers & Burke | 69 | 2 | Part of season 1906-07 | 1,155 00 |
| Midland and Railway Station | R. Barry | 12 | 4 | 9 months | 234 00 |
| Midland and Penetanguishene Railway Station | A. Robitaille | 5 | 6 | 9 " " | 150 00 |
| Midland and Vasey | P. Belrv. | 10 | 6 | 9 " " | 352 50 |
| Midlothian and Midlothian Wharf | J. Rousell | 13½ | 3 | Part of season 1906 | 16 67 |
| Midlothian and Royston | J. Rousell | 8 | 2 | 9 months | 60 00 |
| Millbrook and Mount Pleasant | J. J. Hunter | 8 | 6 | 9 " " | 167 25 |
| Millbrook and Railway Station | J. L. Byam | 3 | 36 | 9 " " | 168 48 |
| Millington and Railway Station | F. Egan | 3 | 3 | 9 " " | 55 50 |
| Milton West and Mount Nemo | J. U. Colling | 10½ | 6 | 9 " " | 223 86 |
| Milton West and Railway Station | J. A. Davidson | 1½ & ¾ | 12x 24 | 9 " " | 168 75 |
| Mimico and Railway Station | R. H. Skelton | 300 yds. | 6 | 9 " " | 18 69 |
| Mimosa and Orton | I. Cawthra | 4½ | 3 | 9 " " | 45 00 |
| Mineral Springs and Railway Sta | E. J. Sharpe | 200 ft. | 6 | 9 " " | 18 75 |
| Mining and Railway Station | A. Ronald, jr. | 2 | 6 | 9 " " | 53 82 |
| Minesing and Russellton | S. Elliott | 6 | 6 | 9 " " | 220 50 |
| Missanabie and Railway Station | B. W. Dickison | 50 ft. | 12 | 9 " " | 56 25 |
| Mond and Victoria Mines | D. McNaughton | 2½ | 6 | 9 " " | 72 82 |
| Monetville and Warren | C. Cimion | 30½ | 3 | Part of season 1906-07 | 304 50 |
| Mono Centre and Orangeville | J. A. Henry | 24½ | 6 | 9 months | 468 00 |
| Mono Mills and Mono Road Sta | R. Arlow | 9 | 6 | 9 " " | 150 00 |
| Mono Road Station and Railway Station | J. P. Judge | 1½ | 12 | 9 " " | 27 00 |
| Montrose and Port Robinson | L. Furry | 5 | 3 | 9 " " | 101 25 |
| Moon Falls and Moon River | D. Sweet | 11 | 3 | Part of season 1906 | 27 00 |
| Morley and Woodford | I. Johnston | 7 | 2 | 9 months | 57 50 |
| Morrisville and Silver Water | J. B. Graham | 5½ | 1 | 9 " " | 29 25 |
| Mortimer's Point and Port Carling | W. Mortimer | 6 | 2 | Part of season 1906-7 | 30 00 |
| Morton Park and Roachs Point | N. Morton | 1½ | 12 | " 1906 | 33 75 |
| Mosborough and Railway Station | J. O. Clegborn | 12 | 9 | 9 months | 68 16 |
| Moulton and Dodge Crossing | W. M. Allen | 6 | 6 | 9 " " | 46 80 |
| Mount Albert and Railway Station | P. Steeper | 12 | 12 & 24 | 9 " " | 72 18 |
| Mount Albert and Sharon | do | 7½ | 6 | 9 " " | 150 00 |
| Mount Albert and West Franklin | J. Brodie | 2½ | 6 | 9 " " | 75 00 |
| Mount Albion and Rymal Railway Station | J. A. Davis | 3 | 6 | 9 " " | 90 00 |
| Mount Dennis and Railway Station | F. W. Marshall | 1½ | 6 | 9 " " | 22 50 |
| Mount Horeb and Reaboro | W. Elliott | 5 | 3 | 9 " " | 75 00 |
| Mulgrave and Ridgeway | C. J. Bitner | 4 | 3 | 9 " " | 58 50 |
| Munro's Siding and Catching Post | E. C. Fitzgerald | 125 yds. | 12 | 9 " " | 30 00 |
| Murphy and Railway Station | A. Kirkwood | 100 yds. | 12 | 9 " " | 18 72 |
| Myrtle and Myrtle Station | C. Hartle | 6 | 6 | 9 " " | 37 50 |
| Myrtle and Railway Station | T. W. Ross | 12 | 9 | 9 " " | 56 25 |
| Myrtle Station and Railway Station | F. Law | 6 | 6 | 3 " (to Sept. 30, '06) | 7 80 |
| do do | J. Beacock | 6 | 6 | 6 " from " " | 15 60 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | § cts. |
| Nairn Centre and Railway Station. | J. B. Hammond | 4 | 12 | 9 months | 157 50 |
| Nantye and Catching Post | S. Spillett | | 6 | 9 " | 66 64 |
| Naughton and Catching Post | L. Bouillon | 300 yds. | 6 | 9 " | 35 54 |
| Nepigon and Railway Station. | J. J. Barker | | 6 | 9 " | 58 50 |
| Netherby and Railway Station. | J. Baer | | 6 | 9 " | 60 00 |
| Nenstadt and Railway Station. | A. Dunemann | | 18 | 9 " | 105 30 |
| Newcastle and Orone. | T. W. Jackson | 4 1/2 | 6 | 9 " | 116 25 |
| New Lowell and Railway Station. | J. A. Mather, jr. | | 24 | 9 " | 28 08 |
| Newmarket and Pine Orchard. | T. Somerville | 4 1/2 | 3 | 9 " | 83 25 |
| Newmarket and Railway Station. | do | | 24 | 9 " | 150 00 |
| Newmarket and Sutton West. | R. D. Morton | 22 | 6 | 4 " and 15 days (to Nov. 15, '06) | 286 67 |
| do do | T. Somerville | 22 | 6 | 1 " and 20 days (to Jan. 5, '07) | 185 50 |
| do do | R. D. Morton | 22 | 6 | 2 " and 26 dvs. (from Jan. 5, '07) | 252 00 |
| New Toronto and Railway Station. | F. Torbitt | 1 1/2 | 12 | 3 " (to Sept. 30, '06) | 25 00 |
| do do | W. Evans | 1 1/2 | 12 | 6 " from " | 62 50 |
| Niagara on the Lake and Railway Station (C.S.) | J. Healey | 1 1/2 | 12 | 3 " (to Sept. 30, '06) | 15 00 |
| do do | A. J. Armstrong | 1 1/2 | 12 | 6 " from " | 37 44 |
| do do | J. Healey | 1 1/2 | 12 | Part of season 1906 | 30 00 |
| Niagara on the Lake and St. Catharines | J. Cumpson | 12 | 6 | 9 months | 243 75 |
| do do | do | 12 | 6 | Part of Seasons 1906-07 | 202 50 |
| Niagara Falls and Electric Ry. Stn. | C. D. Corson | 300 yds. | 12 | 7 mos. (from Sept. 1, '06) | 63 00 |
| Niagara Falls and Niagara Falls N.Y. | M. Phemister | 1/2 | 6 | 9 " " | 63 00 |
| Niagara Falls and Niagara Falls South | C. D. Corson | 2 1/2 & 3 1/4 | 8 & 12 | 7 " (from Sept. 1, '06) | 277 08 |
| Niagara Falls and Queenston | G. Gray | 8 | 6 | 9 " " | 292 50 |
| Niagara Falls and Ry. Stn. (C.S.) | M. Phemister | 1 1/2 | 12 | 9 " " | 39 00 |
| do do | do | 1 1/2 | 6 | Part of season 1906 | 6 50 |
| Niagara Falls and Street Letter Boxes | C. D. Corson | 4 1/2 | 12 | 9 months | 105 00 |
| Nipissing and Powassan | H. A. Richardson | 10 1/2 | 6 | 9 " " | 360 00 |
| North Keppel and Owen Sound | T. A. Gawley | 21 | 6 | 9 " " | 487 50 |
| Norval and Railway Station. | J. Hewson | 1 1/2 | 6 | 9 " " | 75 00 |
| Notre Dame du Lac and Verner. | J. Giguere | 12 | 1 | 9 " " | 79 98 |
| Nottawa and Railway Station. | D. Currie | 4 1/2 | 12 | 9 " " | 117 00 |
| Nottawa and Rob Roy | T. S. Freethy | 10 | 3 | 3 " (to Sept. 30, '06) | 35 75 |
| do do | G. Morphy | 10 | 3 | 6 " from " | 80 00 |
| Novar and Railway Station. | L. Consentine | 4 | 12 | 9 " " | 46 80 |
| Novar and Swindon. | W. Savage | 5 | 2 | 9 " " | 48 75 |
| Oakville and Trafalgar. | J. McDermott | 4 | 6 | 9 " " | 142 50 |
| Oakwood and Railway Station. | W. A. Walton | 1 1/2 | 18 | 9 " " | 239 43 |
| Omemece and Railway Station | L. E. Hayes | 11 1/2 | 24 | 9 " " | 149 76 |
| Orangeville and Railway Station. | J. Henry | 2 1/2 | 24 | 9 " " | 127 50 |
| Orangeville and Street Letter Boxes | do | 2 | 12 | 9 " " | 150 00 |
| Orangeville and The Maples. | W. Dedrick | 5 | 2 | 9 " " | 66 00 |
| Orillia and Railway Station. | A. Fraser | 1 1/2 | 48 | 9 " " | 398 40 |
| Orillia and Rugby. | N. Gilchrist | 7 | 6 | 9 " " | 164 25 |
| Orillia and Sebright. | R. R. Young | 17 1/2 | 6 | 9 " " | 316 50 |
| Orillia and Street Letter Boxes. | A. Fraser | 3 | 18 | 9 " " | 197 25 |
| Oro Station and Railway Station. | W. Mitchell | 1 1/2 | 6 | 3 " (to Sept. 30, '06) | 19 00 |
| do do | D. McArthur | 1 1/2 | 6 | 6 " from " | 37 50 |
| Orrville and Railway Station | W. White | 4 1/2 | 12 | 9 " " | 93 60 |
| Orton and Railway Station | W. Mooney | 7 1/2 | 12 | 9 " " | 36 02 |
| Oshawa and Raglan. | W. R. Derby | 23 | 6 | 9 " " | 257 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | 8 cts. |
| Oshawa and Railway Station | Oshawa Ry. Co. | 1½ | 12 | 9 months | 60 00 |
| Oshawa, Street Letter Boxes and South Oshawa | do | | 13-12 | 9 " | 55 50 |
| O'Sullivan's Corners and Agincourts Railway Station | W. A. Kennedy | 14 | 6 | 9 " | 262 50 |
| Ouimet and Catching Post | A. E. Holder | 100 yds. | 6 | 9 " | 37 50 |
| Owen Sound and Ry. Stn. (G.T.) | J. D. Stoddart | 1 | 24 | 9 " | 141 32 |
| do do (G.T.) | do | ½ | 30 | 9 " | 148 74 |
| Owen Sound and Street Letter Boxes | do | 11 & 11½ | 18 | 9 " | 152 79 |
| Owen Sound and Tara | J. E. Grant | 22½ | 6 | 9 " | 371 25 |
| Oxenden and Warton | A. Hippenstall | 3 | 6 | 9 " | 75 00 |
| Palermo and Bronte Railway Stn. | G. Sargent | 3 | 12 | 9 " | 168 75 |
| Parkerville and Catching Post | P. L. Parker | 350 yds. | 6 | 9 " | 45 00 |
| Parry Harbour and James Bay Stn. C. L. White | C. L. White | 3 | 18 & 12 | 9 " | 327 87 |
| Parry Sound and Shebeshékong | M. Hamilton | 14 | 1 | 6 " and 25 days (to Jan. 25, '07) | 56 94 |
| Pearceley and Sundridge | I. T. Milsap | 8 | 2 | 9 " | 99 00 |
| Pefferlaw and Railway Station | F. W. Cuttle | 4 | 12 | 24 days (from Mch. 8, '07) | 8 34 |
| Pefferlaw and Virginia | J. Lyons | 4½ | 6 | " " | 11 00 |
| Pefferlaw and Wilfred | J. T. Broad | 2 | 6 | " " | 10 00 |
| Pelham Union and Tintern | C. E. Cosby | 3 | 3 | 9 months | 45 00 |
| Penetanguishene and Ry. Station | I. H. Picotte | 4 | 24 | 9 " | 87 74 |
| Penville and Tottenham | E. M. Wilson | 19½ | 6 | 9 " | 257 25 |
| Perrin, Everett Station and Railway Station | E. F. Anderson | 7½ & 1½ | 6 & 18 | 9 " | 212 25 |
| Pevensey and Sundridge | W. Whittington | 8 | 2 | 9 " | 112 50 |
| Phelpton and Railway Station | R. Shields | 1 | 6 | 9 " | 31 58 |
| Pickering and Railway Station | W. H. Peak | 1½ | 6 | 9 " | 18 75 |
| Pine and Railway Station | B. B. Bahsen | 1 | 12 | 9 " | 46 95 |
| Pine Grove and Woodbridge | T. G. Elliston | 1½ | 6 | 9 " | 41 25 |
| Pontypool and Railway Station | T. Stanton | 1 | 18 | 9 " | 71 19 |
| Poplar Dale and Rydal Bank | W. Hill, sr. | 14½ | 1 | 9 " | 90 00 |
| Port Cockburn and Maple Lake Station | J. Sword | 8 | 6 | Part of season 1906 | 58 50 |
| Port Cockburn and Trout Lake | R. Lawson | 2 | 3 | Part of seasons 1906-07 | 30 00 |
| Port Colborne and Railway Station | D. Armstrong | 4 | 42 | 1 month (to July 31, '06) | 14 77 |
| do do | do | 4 | 48 | 8 months from " | 135 09 |
| Port Colborne and Street Letter Boxes | do | 4 | 24 | 9 " | 45 00 |
| Port Coldwell and Railway Station | R. Chisholm | 20 ft. | 12 | 9 " | 30 00 |
| Port Credit and Railway Station | F. J. Hamilton | 1 | 6 | 9 " | 32 76 |
| Port Dalhousie and Railway Station | H. J. Stanton | 1 | 30 | 9 " | 112 50 |
| Port Hope and Railway Station (G.T.) | Smith Bros. | 1 | 12 | 9 " | 52 50 |
| Port Hope and Midland Ry. Station | T. Roberts | 1 | 36 | 9 " | 243 75 |
| Port Hope and Street Letter Boxes | do | 2½ | 13 | 9 " | 81 00 |
| Port Maitland and Railway Station | J. Siddall | 4 | 6 | 9 " | 180 00 |
| Port Perry and Railway Station | W. Jamieson | 1 | 24 | 9 " | 67 50 |
| Port Perry and Seugog | J. Jackson | 1 | 2 | 9 " | 95 00 |
| Port Perry and Shirley | J. H. Espin | 6 | 2 | 9 " | 71 25 |
| Port Robinson and Railway Station | W. C. Bennett | 1 | 24 | 9 " | 93 75 |
| Port Severn and Waubaushene | E. Polkinghorn | 5 | 3 & 6 | 9 " | 133 38 |
| Port Sydney and Railway Station | J. Quigley | 2½ | 6 | 9 " | 176 04 |
| Port Whitby and Railway Station | C. Fox | 12 | 3 | (to Sept. 30, '06) | 6 25 |
| do do | T. Appleton | 12 | 6 | from " | 20 00 |
| Pottageville and 7 Concession Crossing | J. T. Evans | 1 | 6 | 9 " | 93 75 |
| Powassan and Railway Station | A. H. Porter | 1 | 24 | 9 " | 140 40 |
| Powassan and Storie | F. W. Mechefske | 1 | 2 | 9 " | 63 00 |

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|--------------------|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Power Glen and St. Catharines | W. G. Reynolds | 4 | 6 | 9 months | 168 75 |
| Powles Corners and Railway Station | W. H. Powles | 1 | 6 | 9 " | 93 60 |
| Priceville and Railway Station | D. G. McLean | 4 | 6 | 9 " | 175 50 |
| Priceville and Topcliff | A. MacCuaig | 4 | 3 | 9 " | 60 00 |
| Primrose and Whitfield | J. Bailey | 4½ | 6 | 9 " | 108 75 |
| Prince Albert and Railway Station | J. G. Holman | 12 | 9 | 9 " | 60 00 |
| Proton Station and Railway Station | N. McCannel | 24 | 9 | 9 " | 108 75 |
| Proton Station and Wareham | J. Roome | 9½ | 3 | 9 " | 117 00 |
| Providence Bay and Spring Bay | T. Ritchings | 6 | 1 | 9 " | 30 00 |
| Purbrook and Uffington | J. Crockford | 6 | 3 | 9 " | 72 00 |
| Puslinch and Railway Station | J. A. Macdonald | 1 | 12 | 9 " | 32 43 |
| Quays and Railway Station | H. W. Taylor | 200 yds. | 6 | 9 " | 18 75 |
| Queenston and Railway Station | F. A. Sheppard | 1½ | 12 | Part of season 1906 | 54 60 |
| Queensville and Ravenshoe | E. Jones | 6 | 6 | 9 months | 131 25 |
| Rama Road and Rama Road Crossing | J. Heslin | 1½ | 6 | 9 " | 60 00 |
| Randall and Catching Post | J. Speek | 66 yds. | 6 | 9 " | 23 40 |
| Ravenshoe and Brownhill Railway Station | H. Glover | 8 | 6 | 9 " | 184 50 |
| Ravensworth and Railway Station | J. Q. Adams | 100 yds. | 18 | 9 " | 39 36 |
| Reabro and Railway Station | J. Grier | 1 | 12 | 9 " | 52 50 |
| Renforth and Southcote | J. Draper | 2¼ | 6 | 9 " | 63 27 |
| Richards Landing and Desbarats Railway Station | R. Holmes | 9 | 6 | 9 " | 371 25 |
| Ridgemount and Stevensville | J. D. Gilmour | 3 | 3 | 9 " | 67 50 |
| Ridge-way and Railway Station | H. Anthony | 1 | 12 | 1 " (to July 31, '06) | 5 66 |
| do do | do | 1 | 24 | 8 " from " | 90 66 |
| River Valley, Verner and Desaulniers | A. Ledue | 17 & 11 | 1 | 7 " (to Jan. 31, '07) | 132 50 |
| River Valley and Verner | do | 17 | 2 | 2 " (from Feb. 1, '07) | 44 01 |
| Riverview and Railway Station | J. Laing | 3¾ | 6 | 9 " | 90 00 |
| Roach's Point and Lefroy Railway Station | R. Colgan | 3 | 6 | Part of season 1906 | 78 00 |
| Robb and Yeovil | T. Bunston | 2¾ | 3 | 9 months | 46 80 |
| Rock Hill and Seguin Falls | D. A. Campbell | 12¼ | 3 | 9 " | 150 00 |
| Rokside and Terra Cotta | G. Davidson | 3½ | 6 | 9 " | 75 00 |
| Rosedene and Silverdale Railway Station | B. Moot | 3 | 6 | 9 " | 135 00 |
| Rosemont and Shelburne | J. J. Hunter | 12 | 6 | 9 " | 351 00 |
| Rosemont and Sheldon | J. J. Anderson | 3¾ | 6 | 9 " | 109 95 |
| Rosseau and Maple Lake Station | J. Harvie | 13½ | 6 | 9 " | 292 50 |
| Rosseau and Rosseau Falls | P. Mutchener backer | 4 | 3 | Part of season 1906-07 | 27 00 |
| Rosseau and Shamon Hall | A. Grenkie | 8½ | 1 | 9 months | 58 50 |
| Rosseau and Stanley House | W. B. Maclean | 8 | 1 | Part of season 1906-07 | 45 00 |
| Rosseau and West Grove | M. E. West | 5½ | 1 | 9 months | 30 00 |
| Rosspport and Railway Station | J. A. Nicol | 50 yds. | 12 | 9 " | 37 50 |
| Roundwood and Sault Ste. Marie | M. Doyle | 7 | 1 | 9 " | 39 00 |
| Ruskview and Terra Nova | W. R. Campbell | 2¾ | 3 | 9 " | 50 00 |
| St. Anns and Railway Station | J. M. Snyder | 1 | 12 | 9 " | 37 50 |
| St. Anns and Smithville Railway Station | G. F. Fraser | 3 | 6 | 6 " (to Dec. 31, '06) | 50 00 |
| do do | A. W. Teeter | 3 | 6 | 3 " from " | 25 00 |
| St. Anns and Wellend Port | W. Cavers | 6 | 12 | 9 " | 261 75 |
| St. Catharines and Railway Station | D. Walker | 1 | 30 | 9 " | 228 14 |
| St. Catharines and Street Letter Boxes | M. Ireson | 15 | 1-2-4 | 9 " | 176 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|--------------------|------------------------|-------------------------------------|---------|
| | | | | | 8 cts |
| St. Charles and Warren | L. Levert | 15 | 3 | Part of season 1906 | 114 00 |
| St. Davids and Railway Station | J. J. Doyle | 1 | 12 | " | 58 50 |
| St. Patrick and Catching Post | O. Pelow | 3 | 9 months | " | 35 10 |
| Sadowa and Sebright | H. Matheson | 5 | 2 | 9 " | 45 45 |
| Sanford and Uxbridge | B. W. Harwood | 9 | 6 | 9 " | 204 75 |
| Sandhill and Mono Road Railway Station | J. White | 2 1/2 | 6 | 9 " | 78 00 |
| Sault Ste. Marie and Railway Stn. | W. Hussey | 15 | 6 | 9 " | 58 50 |
| Sault Ste. Marie and Wharf | W. Hale | 4 | 2 | Part of season 1906 | 26 00 |
| Sault Ste. Marie and Railway Station | " | 1/2 | 26 | 9 months | 356 20 |
| Sault Ste. Marie and Sault Ste. Marie, West | W. Hussey | 4 1/2 | 6 | 9 " | 117 00 |
| Sault Ste. Marie and Street Letter Boxes | do | 1 1/2 | 6 | 9 " | 131 91 |
| Sault Ste. Marie and Tarentorus | D. McLeod | 5 | 2 | 1 (from Mar. 1, '07) | 8 66 |
| Saurin and Catching Post | T. McGrath | 4 | 12 | 9 " | 15 00 |
| Scarboro Junction and Woburn | J. Gibson | 22 | 6 | 9 " | 247 50 |
| Schreiber and Railway Station | J. E. Walker | 200 yds. | 12 | 9 " | 83 33 |
| Scotch Block and Railway Station | W. Hampshire | 1 1/2 | 6 | 9 " | 45 00 |
| Scotia and Catching Post | E. B. Clearwater | 1 | 6 | 9 " | 58 50 |
| Seagrave and Railway Station | R. Reynolds | 1 | 6 | 3 (to Sept. 30, '06) | 15 00 |
| do do | S. Moir | 1 | 6 | 6 from " | 49 00 |
| Searchmount and Railway Station | J. L. Naylor | 300 yds. | 6 | 9 " | 29 25 |
| Seguin Falls and Railway Station | R. Fry | 30 yds. | 12 | 9 " | 41 25 |
| Severn Bridge and Railway Station | J. H. Jackson | 1 | 18 | 9 " | 67 50 |
| Shallow Lake and Railway Station | J. J. Scott | 1 | 24 | 9 (less fine) | 80 35 |
| Shanty Bay and Railway Station | H. G. Martin | 1 | 12 | 9 " | 70 20 |
| Shelburne and Railway Station | O. Hands | 4 | 24 | 9 " | 82 82 |
| Sheridan and Clarkson Railway Station | W. H. Falconer | 6 1/2 | 6 | 9 " | 275 00 |
| Sherkston and Railway Station | G. Zavitz | 400 ft. | 12 & 24 | 9 " | 42 50 |
| Shislers Point and Sherkston Railway Station | W. E. Wilhelm | 1 1/2 | 12 | 9 " | 75 00 |
| Smithdale and Railway Station | D. Smith | 4 | 6 | 9 " | 29 64 |
| Smithville and Railway Station | E. M. House | 4 | 12 | 9 " | 78 75 |
| Smoky Falls and Sturgeon Falls | A. Peno | 10 | 1 | 3 (to Sept. 30, '06) | 13 00 |
| do do | F. Legault | 10 | 1 | 6 from " | 35 00 |
| Sniders Corners and Trafalgar | T. Clifton | 7 | 3 | 9 " | 112 50 |
| Snowville and Tehkummah | J. Hutchison | 3 | 2 | 3 (to Sept. 30, '06) | 12 50 |
| do do | W. B. Snow | 3 | 2 | 6 from " | 25 00 |
| Snyder and Stevensville Station | J. J. Willick | 1 1/2 | 6 | 9 " | 66 00 |
| Sonya and Railway Station | A. Black | 1/2 | 6 | 9 " | 58 50 |
| South Bay Mouth and Tehkummah | J. Hutchison | 19 | 1 | 9 " | 111 75 |
| South Oshawa and Railway Station | Oshawa Railway | 36 | 9 | " | 45 00 |
| South River and Railway Station | E. Jacobs | 1 | 18 | 3 (to Sept. 30, '06) | 30 00 |
| do do | T. Bottomley | 1 | 24 | 5 dys. (to Oct. 3, '06) | 1 69 |
| do do | D. Smetzer | 1 | 18 | 5 mos. & 26 dys. (from Oct. 5, '06) | 59 02 |
| South River and Wattenwyl | A. Eggers | 18 | 3 | 9 months | 187 50 |
| Sowerby and Dayton Railway Stn. | A. H. Hagen | 6 1/2 | 3 | 9 " | 146 25 |
| Spanish and Railway Station, (C.P.) | C. W. Hamilton | 4 | 12 | 9 " | 75 00 |
| Spragge and Railway Station | Cock Bros. Lumber Co. | 1 | 12 | 9 " | 93 60 |
| Sprucedale and Railway Station | W. Pearce | 75 yds. | 12 | 9 " | 32 76 |
| Sprucedale and Yearleys | W. Quinn | 10 1/2 | 3 | 6 (to Dec. 31, '06) | 105 66 |
| do do | W. A. Campbell | 10 1/2 | 3 | 26 trips | 39 00 |
| Stanleydale and Utterson | J. Lamb | 15 | 3 | 9 months | 204 75 |
| Star and Catching Post | J. Ritchie | 1 | 6 | 9 " | 30 00 |
| Stayner and Railway Station | D. McNabb | 1 | 24 | 9 " | 58 50 |
| Stayner and Strongville | R. Fleming | 23 | 3 | 9 " | 180 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------------|--------------------|------------------------|--|-----------|
| | | | | | \$ cts |
| Steeleton and Catching Post..... | F. J. Mack..... | 250 yds. | 12 | 9 months..... | 26 25 |
| Stevensville and Railway Station.. | J. D. Gilmour.. | 4 | 12 | 9 "..... | 63 00 |
| Stirling Falls and Catching Post... | G. L. McK. Bolton..... | 6 1/2 | 3 | 9 "..... | 93 60 |
| Stobie Mines and Sudbury..... | D. McNaughton | 3 1/2 | 6 | 9 "..... | 175 50 |
| Stone Quarry and Railway Station. | J. Wise..... | 4 1/2 | 6 | 3 " and 22 days (to Oct. 22, '06)..... | 30 96 |
| do do | M. Bowen..... | 4 1/2 | 6 | 5 months and 9 dys. (from Oct. 22, '06)..... | 44 02 |
| Stoney Creek and Woodburn..... | J. W. Green..... | 15 | 6 | 9 months..... | 273 75 |
| Stouffville and Railway Station..... | W. S. Hare..... | 13 1/2 | 36 | 9 "..... | 99 00 |
| Streetsville and Streetsville Junction Station..... | W. Steen..... | 3/4 and 1 | 18 | 9 "..... | 115 86 |
| Stroud and Railway Station..... | R. G. McCraw.. | 1 | 12 | 9 "..... | 117 36 |
| Sturgeon Bay and Railway Station. | J. Playfair..... | 1 | 12 | 9 "..... | 60 00 |
| Sturgeon and Railway Station..... | J. Lafferty..... | 4 1/2 | 26 | 9 "..... | 118 62 |
| Sturgeon Point and Wharf..... | Trent Valley Navigation Co.. | 9 1/2 | 12 | Part of season 1906..... | 11 25 |
| Sudbury and Manitoulin and North Shore Railway Station..... | J. M. Kelly..... | 12 | 12 | 9 months..... | 120 00 |
| Sudbury and Railway Station (C.P.) | do..... | 41 & 43 | 9 | 9 "..... | 494 48 |
| Summersville and Cooksville Station | W. O'Brien..... | 6 | 6 | 9 "..... | 127 50 |
| Sunderland and Railway Station... | W. H. Oliver..... | 2 1/4 | 24 | 9 "..... | 70 50 |
| Sundridge and Railway Station..... | J. Carter..... | 2 1/4 | 18 | 9 "..... | 140 40 |
| Suspension Bridge and Tolls..... | T. Reynolds..... | 1 | 9 | 9 "..... | 30 00 |
| Sutton West and Railway Station. | A. Ducett..... | 1 1/2 | 12 & 24 | 9 "..... | 64 11 |
| Sutton West and Vachell..... | F. Daley..... | 4 | 6 | 9 "..... | 206 25 |
| Swansea and Railway Station..... | J. Brydson..... | 250 yds. | 18 | 9 "..... | 52 50 |
| Temperanceville and Railway Stn.. | J. W. Legge..... | 6 1/2 | 6 | 9 "..... | 150 00 |
| Terra Cotta and Railway Station... | J. Coulter..... | 3 | 6 | 9 "..... | 40 50 |
| Thessalon and Railway Station..... | C. Donaldson.. | 12 & 14 | 9 | 9 "..... | 153 60 |
| Thessalon and Wharnciffe..... | C. N. Ansley.. | 19 1/2 | 1 | 9 "..... | 105 78 |
| Thompsonville and Ry. Station... | M. Schmietendorf | 1 1/2 | 12 | 9 "..... | 82 50 |
| Thornton and Railway Station..... | W. H. Martin.. | 1 1/2 | 18 | 9 "..... | 82 50 |
| Thorold and Railway Station..... | P. R. Warner.. | 1 1/2 | 24 | 9 "..... | 161 25 |
| Tiogo and Railway Station..... | A. Lemon..... | 1 1/2 | 12 | 9 "..... | 32 76 |
| Toronto-Conveyance of Letter Carriers..... | Toronto Ry. Co. | .. | .. | 9 "..... | 3682 00 |
| Toronto Mail Collections, Union Station Branch Offices, &c. | T. Mounce..... | .. | .. | 3 " (from Jan. 1, '07) | 685 50 |
| Toronto and Ry. Station (T. & Y. R.) | T. Mounce..... | .. | .. | 6 " (to Dec. 31, '06). | 112 50 |
| Toronto and Stations A. & C..... | T. Bilton..... | .. | .. | 9 "..... | 1350 00 |
| Toronto and Station F..... | T. Mounce..... | .. | .. | 1 " and 18 dys. (from Feb. 11, '07)..... | 212 33 |
| Toronto and Station H..... | R. Newell..... | 1 | .. | 5 " (to Nov. 30, '05). | 850 00 |
| Toronto and Railway Station..... | Canadian Transfer Co | 1 | 175 | 9 "..... | 3,041 13 |
| Toronto and Sorting Room at Union Station..... | A. Bailie..... | 1 | 1 | 1 " (to July 31, '06). | 1 25 |
| Toronto Sub Post Offices and Letter Boxes..... | J. Power..... | .. | .. | as req. 1 " (to July 31, '06). | 832 50 |
| do do | R. Newell..... | .. | .. | as req. 8 " from "..... | 14,237 33 |
| Toronto Station B Letter Box, Parcel Boxes and Union Station. | T. Mounce..... | .. | .. | 6 " (to Dec. 31, '07). | 687 50 |
| Toronto P. O. & Exhibition Grounds | J. S. Clarke.... | .. | .. | Special service..... | 19 50 |
| Toronto and Union Station..... | Canadian Transfer Co. | .. | .. | 9 months..... | 138 15 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|-----------------------|------------------------|---------------------------|---------|
| | | | | | \$ cts. |
| Toronto-conveyance of mails between Post Office Building and temporary Post Office | Can. Transfer Co. | | | Special service | 111 90 |
| Toronto—Special Xmas Delivery | T. Mounce | | | " | 294 00 |
| Toronto Junction and Carlton and Royce Avenue Ry. Station | H. W. West | 1 $\frac{1}{2}$ | 18 | 9 months | 75 00 |
| Toronto Junction and Ry. Stn. C. P. | do | $\frac{1}{4}$ | 36 | 9 " | 108 75 |
| Toronto Junction and Toronto | do | 5 | 1 | 9 " | 25 50 |
| Tottenham and Railway Station | M. J. Casserly | $\frac{1}{4}$ | 24 | 9 " | 36 75 |
| Trinity and Jerseyville Ry. Station | G. W. Bishop | 6 | 6 | 9 " | 218 75 |
| Trout Creek and Railway Station | M. Corkery | $\frac{1}{4}$ | 18 | 9 " | 105 29 |
| Turbine and Catching Post | Huronian Co. | 3 $\frac{1}{2}$ | 6 | 9 " | 75 |
| Uhthoff and Railway Station | J. Lynes | $\frac{1}{4}$ | 12 | 9 " | 72 54 |
| Unionville and Railway Station | R. Goodyear | $\frac{1}{4}$ | 24 | 9 " | 90 00 |
| Uphill and Victoria Road | A. Gilmour | 12 & 13 $\frac{1}{2}$ | 6 & 3 | 9 " | 405 00 |
| Uptergrove and Railway Station | J. Kenney | | 12 | 9 " | 36 00 |
| Utica and Uxbridge | W. Wright | 6 $\frac{1}{2}$ | 6 | 9 " | 142 50 |
| Utopia and Railway Station | A. Connor | $\frac{1}{4}$ | 12 | 9 " | 65 52 |
| Uxbridge and Railway Station | F. P. Heard | $\frac{1}{4}$ | 24 | 9 " | 60 09 |
| Uxbridge and Victoria Corners | J. H. Wagg | | 3 | 9 " | 80 13 |
| Varney and Railway Station | W. Long | | 12 | 9 " | 47 96 |
| Verner and Railway Station | E. Coré | | 24 | 9 " | 180 00 |
| Victoria Harbour and Ry. Station | M. Vasey | | 24 | 9 " | 96 60 |
| Victoria Mines and Catching Post | G. G. Elliott | | 12 | 6 " (to Dec. 31, '06) | 72 09 |
| do do | A. McNaughton | | 12 | 3 " from " | 36 00 |
| Vine and Catching Post | V. P. Kelecy | | 12 | 9 " | 42 12 |
| Vlnemount and Railway Station | J. S. Tallman | | 6 | 9 " | 18 75 |
| Vivian and Railway Station | G. W. McCormack | 8 | 12 & 24 | 9 " | 115 64 |
| Wahnapiatae and Railway Station | J. Fortin | | 12 | 9 " | 135 00 |
| Waldemar and Railway Station | E. Groskurch | | 12 | 9 " | 74 88 |
| Walford Station and Ry. Station | A. G. Walford | | 12 | 9 " | 81 90 |
| Warren and Railway Station | C. L. Keeling | 100 yds. | 12 & 18 | 4 " (to Oct. 10, '06) | 85 70 |
| do do | A. Daigle | 100 yds. | 18 | 5 " from " | 100 00 |
| Washago and Railway Station | J. H. Carson | | 12 | 9 " | 51 48 |
| Waterdown and Railway Station | G. F. Green | | 12 | 9 " | 243 75 |
| Waubammick and Parry Sound Rd. | H. Harris | | 2 | 3 " (to Sept. 30, '06) | 7 50 |
| Waubausene and Railway Station | W. H. F. Russell | | 24 | 9 " | 90 00 |
| Waverly and Railway Station | W. Drinkell | 9 | 6 | 9 " and arrears | 262 48 |
| Maryland and Catching Post | S. E. Upton | 150 yds. | | 9 " | 0 75 |
| Webbwood and Railway Station | F. Currier | 300 yds. | 12 & 14 | 9 " | 183 46 |
| Weir and Catching Post | A. Pepper | 200 yds. | 6 | 9 " | 56 25 |
| Welland and Railway Station (C.S.) | G. Minor | | 14 | 12 3 " (to Sept. 30, '06) | 78 00 |
| do do | W. R. Strawn | | 14 | 12 6 " from " | 124 80 |
| do do (G.T.) | J. J. Yokom | | 30 | 9 " | 257 40 |
| do do (T.H.B.) | J. McQueen | | 24 | 3 " (to Sept. 30, '06) | 46 80 |
| do do do | W. R. Staun | | 14 | 24 6 " from " | 249 60 |
| Welland and Street Letter Boxes | J. J. Yokom | | 1 | 18 9 " | 135 00 |
| Wesleyville and Railway Station | W. Thorndyke | | 6 | 9 " | 90 00 |
| Weston Letter Box and Ry. Stn. | A. Harvey | | 18 | 9 " | 63 75 |
| Whitby and Railway Stn. (G.T.R.) | W. Newport | 1 | 6 | 9 " | 56 25 |
| do do (W. & P.P.) | W. Newport | | 12 | 9 " | 56 25 |
| Whitefish and Railway Station | J. D. Genmill | | 6 | 9 " | 37 50 |
| Whitehall and Railway Station | W. A. White | | 12 | 9 " | 60 87 |
| White River and Railway Station | W H McDougall | | 12 | 9 " | 90 00 |

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Concluded.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|---|------------|
| | | | | | \$ cts. |
| Woodbridge and Railway Station... | J. G. Elliston... | 24 | 24 | 9 months | 75 00 |
| Woodville and Railway Station.... | B. Lapp..... | 24 | 9 | " | 74 20 |
| Worthington and Railway Station.. | J. Currell | 12 | 6 | " (to Dec. 31, '06) | 31 45 |
| do do | J. A. Harley | 12 | 3 | " from " | 15 40 |
| Wyebridge and Wyevale Ry. Stn... | G. Steer..... | 5 | 6 | 9 " | 163 80 |
| Wyevale and Railway Station. | J. Bishopric.... | 16 | 6 | 9 " | 11 73 |
| Zephyr and Railway Station. | R. Cole..... | 3 | 6 & 18 | 9 " | 161 54 |
| Zimmerman and Tansley Ry. Stn... | W. Lee..... | 5 | 6 | 9 " | 221 25 |
| Toronto Transfer of Mails at Union Station..... | G. T. Railway.. | | | 9 " | 468 00 |
| | | | | Total..... | 136,249 49 |
| | | | | LESS amount withdrawn from Guarantee Fund. | 55 75 |
| | | | | | 136,193 74 |

APPENDIX B—Continued.

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division, made within the Fiscal Year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Mils. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|---|------------------------|------------------------|---------|
| | | | | | \$ cts. |
| Aberarder and Railway Station... | E. Hanniford... | 1 | 6 | 9 months | 37 44 |
| Aberdour and Railway Station... | G. Christie... | 1 | 6 | 9 " | 52 40 |
| Adelaide and Strathroy... | C. McCarthy... | 9 ¹ / ₂ | 6 | 9 " | 192 23 |
| Ailsa Craig and Nairn... | D. A. McIntyre | 8 ¹ / ₂ | 6 | 9 " | 210 00 |
| Ailsa Craig and Railway Station... | J. Morgan... | 12 | 9 | 9 " | 60 00 |
| Albana and Blytheswood... | N. J. Courtney... | 23 ¹ / ₂ | 3 | 9 " | 75 00 |
| Aldboro and Rodney... | J. Sholtz... | 4 | 6 | 9 " | 120 00 |
| Alford Junction and Railway Stn. | J. R. Summer- | 150 yds. | 6 | 9 " | 26 25 |
| Allenford and French Bay... | H. Shannon... | 8 | 2 | 9 " | 98 49 |
| Allenford and Railway Station... | C. Cartwright... | 12 | 4 | " (to Oct. 31, '06). | 31 50 |
| do do | G. Morrison... | 12 | 5 | " from " | 38 70 |
| Allenford and Southampton... | C. Cartwright... | 10 ¹ / ₂ | 6 | 4 " (to Oct. 31, '06). | 83 22 |
| do do | G. Morrison... | 10 ¹ / ₂ | 6 | 5 " from " | 103 53 |
| Alma and Railway Station... | J. E. Brown... | 24 | 9 | 9 " | 131 04 |
| Alma and Winfield... | J. H. Stone... | 8 | 6 | 9 " | 168 75 |
| Alvinston and Railway Station... | S. G. Williams... | 12 | 9 | 9 " | 65 25 |
| Amherstburg and Railway Station... | J. R. Tomlinson. | 12 | 9 | 9 " | 62 70 |
| Amherstburg and Vereker... | T. A. Thornton. | 6 | 6 | 9 " | 105 64 |
| Amherstburg and Windsor... | A. Fox... | 17 ¹ / ₂ & 19 ¹ / ₂ | 6 & 3 | 9 " | 337 50 |
| Amiens and Strathroy... | W. Ireland... | 5 | 6 | 9 " | 113 61 |
| Amulree and Strathford... | J. D. Fisher... | 11 | 6 | 9 " | 220 50 |
| Appin and Mayfair... | J. E. Campbell... | 5 ¹ / ₂ | 6 | 9 " | 162 00 |
| Appin and Osman... | H. Davis... | 8 ¹ / ₂ | 3 | 9 " | 92 68 |
| Appledore and Railway Station... | W. Higgs... | 24 | 2 | 9 " | 42 90 |
| Arkona and Keyser... | H. E. Wilson... | 5 ¹ / ₂ | 6 | 9 " | 123 75 |
| Arkona and Thedford... | N. C. Eastman... | 7 ¹ / ₂ | 6 | 8 " (to Feb. 28, '07). | 29 88 |
| do do | W. H. Sitlington | 7 ¹ / ₂ | 6 | 1 month from " | 3 87 |
| Arkona and Watford... | T. J. Wilson... | 13 ³ / ₄ & 11 ¹ / ₄ | 6 | 9 months | 224 25 |
| Arnow and Kincardine... | D. Mackenzie... | 11 | 3 | 9 " | 116 25 |
| Arner and Railway Station... | G. C. Greaves... | 4 | 12 | 9 " | 40 50 |
| Arthur and Fergus... | W. E. Draper... | 12 | 6 | 9 " | 101 25 |
| Arthur and Railway Station... | E. A. Dri-coll... | 1 | 24 | 9 " | 112 32 |
| Atkin and Inwood... | H. Atkin... | 4 ¹ / ₂ | 2 | 9 " | 56 25 |
| Atwood and Mitchell... | J. Abbott... | 17 | 6 | 9 " | 261 75 |
| Atwood and Railway Station... | D. Gordon... | 2 | 6 | 9 " | 58 50 |
| Auburn, Blyth Railway Station and St. Augustine... | J. McKnight... | 6 ¹ / ₂ & 6 ¹ / ₂ | 6 | 9 " | 337 50 |
| Aughrim and Tancred... | J. Filds... | 24 | 2 | 9 " | 30 00 |
| Auld and Railway Station... | A. Mayville... | 500 feet. | 6 | 9 " | 4 70 |
| Avon, Putnam and Railway Stn. | G. Fralick... | 6 ¹ / ₂ | 6 & 12 | 9 " | 168 75 |
| Avonbank and St. Paul's Railway Station... | J. Gibson... | 14 ¹ / ₂ | 6 | 9 " | 297 75 |
| Avony and Wilkesport... | E. Blacklock... | 2 ¹ / ₂ | 2 | 9 " | 33 75 |
| Aylmer and Dunboyne... | C. Ryckman... | 32 | 6 r. t. | 9 " | 355 50 |
| Aylmer and Railway Station (G.T.) | A. W. Pierce... | 3 | 24 | 9 " | 75 00 |
| Aylmer and Railway Station (M.C.) | C. Ryckman... | 2 ¹ / ₂ | 12 | 9 " | 100 92 |
| Aylmer and St. Thomas... | J. Thydy... | 10 | 6 | 9 " | 150 00 |
| Ayr and Railway Station... | H. Dragon... | 4 | 18 | 6 " (to Dec. 31, '06). | 70 65 |
| do do | W. Wilson... | 4 | 18 | 3 " from " | 34 65 |
| Ayr and Roseville... | F. Newmeyer... | 4 ¹ / ₂ | 6 | 9 " | 142 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--|---|------------------------|---|---------|
| | | | | | § cts. |
| Baden and Wellesley..... | P. Ottmann..... | 9 | 6 | 9 months..... | 176 25 |
| Bamberg and Petersburg..... | G. Kress..... | 8 | 6 | 9 "..... | 142 50 |
| Banner and Railway Station..... | J. W. Clendinning..... | | 6 | 9 "..... | 60 84 |
| Barretville and Essex..... | S. Tice..... | 8 ¹ / ₂ | 2 | 9 "..... | 68 25 |
| Bayfield and Railway Station..... | H. Little..... | 9 ¹ / ₂ | 6 | 9 "..... | 150 00 |
| Bayfield and Seaforth..... | do..... | 17 | 6 | 9 "..... | 236 25 |
| Bayham and Ingersoll..... | P. Kennedy..... | 20 ¹ / ₂ | 6 | 9 "..... | 330 00 |
| Beachville and Railway Station..... | T. Taylor..... | 275 yds. | 6 | 9 "..... | 37 50 |
| Beaconsfield and Woodstock..... | H. Rice..... | 25 ¹ / ₂ | 6 | 9 "..... | 300 00 |
| Bear Line and Chatham..... | J. E. Watson..... | 8 ¹ / ₂ | 2 & 3 | 6 " and 18 dys. (from Sept. 13, '06)..... | 151 62 |
| Becher and Terminus..... | M. Munro..... | 4 ¹ / ₂ | 2 | 9 "..... | 39 00 |
| Beechwood, St. Columban and Railway Station..... | J. J. Ryan..... | 2 ³ / ₄ & ¹ / ₂ | 6 & 18 | 9 "..... | 142 50 |
| Belgrave and Marnoch..... | P. Porterfield..... | 3 ¹ / ₂ | 3 | 6 " (to Dec. 31, '06)..... | 30 00 |
| Belgrave and Railway Station..... | D. Sproat..... | 1 ¹ / ₂ | 18 | 9 "..... | 112 50 |
| Belgrave and Sun-bine..... | M. S. Watson..... | 3 ¹ / ₂ | 2 | 9 "..... | 52 50 |
| Belle River and Byrnedale..... | W. Byrne..... | 5 ¹ / ₂ | 1 | 9 "..... | 41 25 |
| Belmont and London..... | J. Charles..... | 14 | 6 | 9 "..... | 105 00 |
| Belmont and Railway Station..... | J. Charles..... | 1 ¹ / ₂ | 12 | 9 "..... | 43 98 |
| Belmore and Wroxeter..... | J. Marshall and T. Totten..... | 6 | 6 | 9 "..... | 111 75 |
| Belton and Railway Station..... | W. C. Box..... | 1 ¹ / ₂ | 12 | 9 "..... | 37 50 |
| Belton and St. Ives..... | H. Powell..... | 5 ¹ / ₂ | 2 | 4 " (to Oct. 31, '06)..... | 25 82 |
| do..... | W. C. Box..... | 5 ¹ / ₂ | 2 | 5 " from "..... | 28 37 |
| Benmiller and Goderich..... | W. Moore..... | 6 ¹ / ₂ | 6 | 9 "..... | 180 00 |
| Bentpath and Dresden..... | N. Reid..... | 15 ¹ / ₂ | 2 | 9 "..... | 135 45 |
| Berlin and Crosshill..... | T. S. Playford..... | 15 ¹ / ₂ | 6 | 9 "..... | 225 00 |
| Berlin and Grand Trunk Railway Station..... | Berlin & Waterloo Street Railway Co..... | | 18 | 9 "..... | 112 50 |
| Berlin and Street Letter Boxes..... | C. B. Fisher..... | 91 ¹ / ₂ | 13 & 19 | 9 "..... | 225 00 |
| Berlin and Waterloo..... | Berlin & Waterloo Street Railway Co..... | 2 | 6 | 9 "..... | 28 08 |
| Berlin and West Montrose..... | J. McGovern..... | 14 | 6 | 9 "..... | 273 75 |
| Bickford and Railway Station..... | M. Webster..... | 300 ft. | 12 | 9 "..... | 29 94 |
| Big Point and Chatham..... | W. Lapp..... | 13 ¹ / ₂ | 6 | 2 " (to Aug. 31, '06)..... | 82 55 |
| do..... | J. Brown..... | 13 ¹ / ₂ | 6 | 7 " from "..... | 284 95 |
| Birr and Southgate..... | G. Morrison..... | 2 ¹ / ₂ | 3 | 9 "..... | 37 50 |
| Balckwell Station and Railway Stn. | T. C. Wheatley..... | 1 ¹ / ₂ | 2 | 9 "..... | 31 20 |
| Blair and Railway Station..... | J. J. H. Renshaw..... | 20 ft. | 12 | 9 "..... | 26 75 |
| Blandford Station and Railway Stn. | E. A. McCombs..... | 1 ¹ / ₂ | 12 | 9 "..... | 27 00 |
| Blenheim and Morpeth..... | P. K. Morris..... | 11 | 6 | 3 " (to Sept. 30, '06)..... | 117 37 |
| do..... | G. Walker..... | 11 | 6 | 6 " from "..... | 234 74 |
| Blenheim and Railway Station..... | T. K. Morris..... | 1 ¹ / ₂ | 24 & 18 | 3 " (to Sept. 30, '06)..... | 39 21 |
| do..... | G. Walker..... | 1 ¹ / ₂ | 18 | 6 " from " and spec. trips..... | 77 93 |
| Blenheim and Rondeau..... | J. Mann..... | 5 | 6 | 9 "..... | 112 50 |
| Blenheim and Wheatley..... | W. C. Wickwire..... | 32 ¹ / ₂ | 6 | 9 "..... | 704 25 |
| Blue Lake and Railway Station..... | J. D. McDonald..... | 1 ¹ / ₂ | 12 | 3 " (to Sept. 30, '06)..... | 15 60 |
| do..... | S. H. J. Reid..... | 1 ¹ / ₂ | 12 | 6 " from "..... | 31 20 |
| Bluevale and Railway Station..... | J. Gardner..... | 1 ¹ / ₂ | 12 | 9 "..... | 81 90 |
| Blyth and Railway Station..... | W. Bell..... | 1 ¹ / ₂ | 24 | 9 "..... | 131 04 |
| Blythwood and Goldsmith..... | D. Reid..... | 4 ¹ / ₂ | 3 | 9 "..... | 67 50 |
| Blythwood and Railway Station..... | A. J. Scratch..... | 1 ¹ / ₂ | 6 | 9 "..... | 105 30 |
| Bornholm and Brodhagen..... | W. Hillebrcht..... | 1 ¹ / ₂ | 6 | 3 " (to Sept. 30, '06)..... | 36 75 |
| do..... | J. Leonhardt..... | 1 ¹ / ₂ | 6 | 6 " from "..... | 95 00 |
| Bothwell and Clachan..... | J. L. Paterson..... | 6 & 6 ¹ / ₂ | 6 | 9 "..... | 194 24 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|-------------------------------------|----------|
| | | | | | 8 cts. |
| Bothwell and Florence | C. McDonald | 8½ | 6 | 9 months | 225 00 |
| Bothwell and Moravian Town | W. Goolding | 4 | 2 | 9 " | 48 75 |
| Bothwell and Mosside | J. McConbrey | 16 | 6 | 9 " | 258 75 |
| Bowood and Ivan | J. S. Harris | 5 | 6 | 9 " | 106 06 |
| Boxall and Fingal | L. J. Else | 3½ | 4 | 9 " | 75 00 |
| Bradshaw and Bridgen | W. A. Dawson | 5½ | 3 | 9 " | 74 25 |
| Brandy Creek and Railway Station | J. Burke | 4½ | 6 | 9 " | 33 75 |
| Brantford and Burtch | J. McIntyre | 6½ | 6 | 9 " | 127 50 |
| Brantford and Grand View | Hunt & Colter | 1 | 6 | 9 " | 37 50 |
| Brantford and Langford | D. Dowling | 8 | 6 | 9 " | 150 00 |
| Brantford and Railway Stations | J. M. Dyckman & Co. | ¼, ¼ & ½ | 24, 18, 72 | 9 " | 466 82 |
| Brantford and Street Letter Boxes | E. Cutmore | 198 | 18 | 9 " | 1,247 06 |
| Breslau and Weissenburg | W. Brohman | 9 | 6 | 9 " | 270 00 |
| Brewster and Park Hill | J. Raville | 15½ | 6 | 9 " | 225 00 |
| Bridgen and Railway Station | J. Armstrong | 4 | 12 | 9 " | 70 20 |
| Bridgen and Wheeler | C. Napper | 6 | 2 | 9 " | 78 00 |
| Bright and Cassel | W. Armstrong | 9 | 6 | 9 " | 257 25 |
| Bright and Railway Station | W. B. Wilson | ½ | 6 | 9 " | 30 00 |
| Bright, Washington, and Railway Station | E. Gatzka | 6¼ & ½ | 6 & 12 | 9 " | 145 50 |
| Brinkman's Corners and Tobermory | W. H. Hopkins | 17½ | 2 | 9 " | 145 50 |
| Britton and Railway Station | M. Dobson | 4 | 6 | 9 " | 51 00 |
| Brucefield and Railway Station | C. Wilson | 4 | 24 | 2 " and 14 days (to Sept. 14, '06). | 14 30 |
| do do | B. Bossenberry | 4 | 24 | 3 " and 16 days (to Dec. 31, '06). | 20 24 |
| do do | G. Hart | 4 | 24 | 1 " (to Jan. 31, '07). | 10 34 |
| do do | J. Swan | 4 | 24 | 2 " from " | 19 66 |
| Brunner and Railway Station | W. Peters | 4 | 6 | 9 " | 46 95 |
| Brussels and Cranbrook | G. Huether | 5 | 6 | 9 " | 87 75 |
| Brussels and Railway Station | G. R. Muldoon | 5½ | 24 | 6 " (to Dec. 31, '06). | 60 28 |
| do do | H. J. Ramsay | ½ | 24 | 3 " from " | 29 56 |
| Brussels and Seaforth | E. G. Lowry | 15 | 6 | 9 " | 131 25 |
| Brussels and Wroxeter | do | 19 | 6 | 9 " | 168 75 |
| Bryanston and Devizes | A. Grant | 4¼ | 3 | 9 " | 54 00 |
| Burford and Cathcart | R. W. Cavin | 5¼ | 6 | 9 " | 104 25 |
| Burford and Fairfield Plain | J. Cavin | 3½ | 6 | 9 " | 105 00 |
| Burgessville and Newark | J. Mitchell | 5½ & 9½ | 6 | 9 " | 172 50 |
| Burgessville and Railway Station | F. Purdus | 4 | 18 | 9 " | 37 50 |
| Buxton and Railway Station | B. G. Burk | 1 | 12 | 9 " | 93 60 |
| Byron and London | J. Charles | 5 & 6 | 6 | 9 " | 129 99 |
| Calder and Railway Station | H. G. Jones | 2½ | 2 | 9 " | 38 25 |
| Caledonia and Conboyville | J. W. McMillan | 6 | 2 | 9 " | 75 00 |
| Caledonia and Railway Station | do | ½ | 24 & 30 | 9 " | 131 69 |
| Caledonia and Six Nation | P. J. Atkins | 5¼ | 3 | 9 " | 54 00 |
| Canfield and Railway Station | T. Brown | 18 | 18 | 9 " | 38 50 |
| Cape Croker and Colpoys Bay | I. Descheneaux | 15 | 2 | 2 " (to Aug. 31, '06). | 45 00 |
| Cape Croker and Warton | J. Owens | 18 | 2 | 4 " (to Dec. 31, '06). | 58 02 |
| do do | J. McVannel | 18 | 2 | 3 " from " | 43 75 |
| Cargill and Railway Station | C. W. Keeling | 18 | 18 | 9 " | 101 07 |
| Carholme and Simcoe | R. Hodges | 17 | 6 | 9 " | 360 00 |
| Carlsruhe and Railway Station | J. Lobsinger | 4 | 12 | 9 " | 101 25 |
| Cayuga and Deans | G. Shipway | 3 | 3 | 9 " | 37 33 |
| Cayuga and G. T. Railway Station | E. Wigg | ½ | 6 & 12 | 9 " | 79 56 |
| Cayuga and Gypsum Mines | F. Walton | 4 | 6 | 3 " (to Sept. 30, '06). | 36 36 |
| do do | W. Walton | 4 | 6 | 6 " from " | 72 72 |
| Cayuga and Kohler | L. Min | 4½ | 3 | 9 " | 90 98 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|-------------------------|---------|
| | | | | | § cts. |
| Cayuga and M. C. Railway Station | G. Lishman | 1½ | 12 | 9 months | 117 00 |
| Cayuga and Upper | J. Pridmore | 12 | 3 | 9 " | 112 50 |
| Centralia and Saintsbury | W. J. Smyth | 4 | 2 | 9 " | 39 00 |
| Charing Cross and Doyle's | M. Doyle | 4½ | 2 | 9 " | 56 25 |
| Charing Cross and Railway Station | B. S. Russell | | 24 | 9 " | 168 48 |
| Charlemont and Tupperville | W. L. Clark | 4½ | 2 | 3 " (to Sept. 30, '06). | 21 18 |
| Chatham and Mitchell's Bay | J. McLaren | 15½ | 3 | 9 " | 292 50 |
| Chatham and Kent Centre | J. K. Hartman | 5 | 6 | 3 " from Jan. 1, '07. | 38 50 |
| Chatham and Pere Marquette Railway Station | W. Lethbridge | ½ | 30 | 9 " | 198 75 |
| Chatham and Street Letter Boxes | H. J. Maggs | 7½ | 18 | 9 " | 305 46 |
| Cheapside, Jarvis and Railway Station | R. Mattice | 15½ | 6 & 12 | 9 " | 337 50 |
| Cheapside and Sandusk | W. R. Dennis | 4 | 6 | 9 " | 123 75 |
| Chelsea Green and London | C. F. Coates | 2 | 6 | 9 " | 56 25 |
| Chepstowe and Railway Station | C. Mullin | 2½ | 6 | 5 " (to Nov. 30, '06). | 44 49 |
| do do | J. Lacey | 2½ | 6 | 4 " from " | 35 76 |
| Chesley and Railway Station | J. Lindsay | | 18 | 9 " | 135 00 |
| Christina and Mount Brydges | J. Bond | 13 | 3 | 9 " | 87 75 |
| Clanbrassil and Railway Station | J. Cossar | 2 | 6 | 9 " | 45 00 |
| Claudebove and West McGillivray | J. McCaffrey | 7½ | 6 | 9 " | 105 64 |
| Clifford and Huntingfield | J. Renwick | 6½ | 2 | 9 " | 67 47 |
| Clifford and Lakelet | J. Horton | 5½ | 6 | 9 " | 90 00 |
| Clifford and Railway Station | J. Bolton | | 12 | 9 " | 44 91 |
| Clinton and Railway Station | J. W. Elliott | | 48 | 9 " | 131 04 |
| Clinton and Summerhill | I. Brownlee | 4½ | 3 | 9 " | 87 75 |
| Coatsworth Station and Railway Station | J. E. Liddle | 15 rods. | 12 | 3 " (to Sept. 30, '06). | 10 92 |
| do do | E. Barton | 15 rods. | 12 | 6 " from " | 21 84 |
| Coldstream and Fernhill | S. P. Zavitz | 6 | 6 | 1 " (to July 31, '06). | 20 00 |
| do do | E. J. Marsh | 6 | 6 | 8 " from " | 119 84 |
| Colinville and Sarnia | J. McKellar | 33½ | 3 | 9 " | 193 30 |
| Colpoys Bay and Wiarton | S. Hyatt | 3 | 6 | 9 " | 67 50 |
| Comber and Railway Station | A. Wallace | ½ | 24 | 9 " | 98 60 |
| Comet and Harrow | J. B. Beaudoin | 4 | 3 | 9 " | 107 25 |
| Conroy and St. Paul's Station | J. Robb | 3 | 2 | 9 " | 45 00 |
| Copleston and Petrolea | W. White | 3¾ | 6 | 9 " | 120 00 |
| Corinth and Railway Station | A. McKenzie | 25 rods. | 12 | 9 " | 44 25 |
| Cornell and Railway Station | I. Sommers | ¾ | 12 | 9 " | 63 75 |
| Corunna and Railway Station | E. C. Proctor | ¾ | 12 | 9 " | 51 48 |
| Cotswold and Palmerston | G. Williams | 7 | 6 | 9 " | 187 50 |
| Cottam and Essex | A. Lonsberg | 5½ | 6 | 9 " | 140 00 |
| Courtland, Port Rowan and Railway Station | W. T. Minard | 20½ | 6 & 12 | 9 " | 486 75 |
| Courtland and Rosanna | W. J. Heron | 4 | 2 | 9 " | 36 00 |
| Courtright and Ladysmith | J. Coyle | 5½ | 3 | 9 " | 71 25 |
| Courtright and M. C. Railway Station | W. A. Cathcart | ½ | 12 | 9 " | 58 50 |
| Courtright and Pere Marquette Railway Station | | 1¾ | 12 | 9 " | 57 00 |
| Cowal and Iona Station | M. McFarlane | 6 | 6 | 9 " | 123 75 |
| Cranston and Railway Station | H. B. Webber | 4½ | 6 | 9 " | 136 50 |
| Crediton and Railway Station | C. Wolf | 5 | 12 | 9 " | 225 00 |
| Crinan and Dutton | N. Currie | 10 | 3 | 9 " | 142 50 |
| Croton and Thamesville | W. H. Smith | 11 | 6 | 9 " | 225 00 |
| Cultus and Erie View | E. Overbaugh | 8 | 6 | 9 " | 150 00 |
| Currie's Crossing and Railway Station | W. D. Smith | 4 | 6 | 9 " | 56 16 |
| Cuthbert and Edy's Mills | J. Marshall | 4½ | 2 | 9 " | 39 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------------------------|-------------------------------|------------------------|-------------------------------------|---------|
| | | | | | £ cts. |
| Elora and Iverhaugh..... | H. Dobberthien. | 4 $\frac{1}{2}$ | 2 | 9 months..... | 39 00 |
| Elora and Pentland..... | D. Esch..... | 5 | 1 & 3 | 9 " | 101 40 |
| Elora and C.P. Railway Station..... | F. R. Johnson.. | 1 | 12 | 9 " | 60 20 |
| Elora and G.T. Railway Station..... | do | 1 | 24 | 9 " | 150 00 |
| Elora and Salem..... | E. Wissler..... | 1 | 12 | 9 " | 54 00 |
| Embro and Harrington..... | W. S. Vannatter | 25 $\frac{1}{2}$ | 6 | 9 " | 217 50 |
| Embro and Holiday..... | J. R. McKenzie.. | 4 | 3 | 9 " | 52 50 |
| Embro and Railway Station..... | W. S. Vannatter | 3 $\frac{1}{2}$ | 12 | 9 " | 121 68 |
| Erbsville and Waterloo..... | G. Brown..... | 5 $\frac{1}{2}$ | 2 | 9 " | 60 00 |
| Erie and Jarvis..... | W. A. Smithson.. | 4 $\frac{1}{2}$ | 2 | 9 " | 56 25 |
| Ereian and Railway Station..... | T. H. Ross..... | 6 rods. | 12 | 2 " and 8 days (to Sept. 8, '06)... | 6 00 |
| Eskdale and Tiverton..... | A. McDonald.... | 3 $\frac{1}{2}$ | 3 | 9 " | 56 25 |
| Essex and Gesto..... | R. Hamilton.... | 5 $\frac{1}{2}$ | 6 | 9 " | 118 50 |
| Essex and Railway Station..... | T. Rush..... | 24 | 9 " | 9 " | 140 40 |
| Ethel and Railway Station..... | J. Jamieson..... | 12 | 9 " | 9 " | 101 25 |
| Ettrick and Ilderton..... | J. H. McKrae... 13 | 3 | 3 | 9 " | 66 50 |
| Exeter and Railway Station..... | C. Snell..... | 1 | 24 | 6 " (to Dec 31, '06). | 94 20 |
| Exeter and Railway Station..... | C. T. Brooks.... | 1 | 24 | 3 " from " | 46 20 |
| Exeter and St. Mary's..... | F. Ballentyne... 26 | 6 | 6 | 9 " | 390 00 |
| Fair Ground and Tillsonburg..... | W. Smith..... | 20 $\frac{1}{2}$ | 6 | 9 " | 442 50 |
| Fair Play and Tecumseh..... | E. Baillargeon.. | 4 | 2 | 9 " | 48 75 |
| Fairview and Stratford..... | J. T. Waddell... 7 | 3 | 3 | 9 " | 112 50 |
| Falconbridge and Mount Brydges.. | Nevills & Hooper | 16 $\frac{1}{2}$ | 3 | 9 " | 82 50 |
| Falkland and Paris Station..... | T. Halbert..... | 9 | 6 | 9 " | 18 00 |
| Farewell and Kenilworth..... | H. Morrison..... | 6 $\frac{1}{2}$ | 6 | 9 " | 132 00 |
| Farewell and Wagram..... | do | 3 | 2 | 9 " | 18 00 |
| Fargo and Kent Centre..... | N. E. Horton.... 3 | 2 | 6 | 9 " (to Dec. 31, '06). | 27 50 |
| do do..... | J. K. Hartman.. | 3 | 2 | 6 days (to Jan. 6, '07)... | 0 92 |
| Fargo and Railway Station..... | W. B. Fluelling. | 300 yds. | 18 | 9 months..... | 44 91 |
| Fergus and Ponsonby..... | D. Duffield.... 7 | 3 | 9 | 9 " | 97 50 |
| Fergus and Railway Station (C.P.)..... | R. C. Hayden... 12 | 9 | 9 | 9 " | 75 00 |
| Fergus and Railway Station (G.T.)..... | " | 24 | 9 | 9 " | 89 82 |
| Fernbank, Millbank and Railway Station..... | T. J. Hawthorne | 4 & 3 | 6 & 12 | 9 " | 228 75 |
| Fingal and Port Talbot..... | J. Brown..... | 7 $\frac{1}{2}$ | 3 | 9 " | 117 50 |
| Fingal and Railway Station..... | N. McIntyre.... 3 $\frac{1}{2}$ | 12 | 9 | 9 " | 130 50 |
| Fingal and St. Thomas..... | J. Cameron..... 7 | 6 | 9 | 9 " | 105 00 |
| Fisherville, Nelles Corners and Railway Station..... | H. Nablo..... | 4 $\frac{1}{2}$ | 6 & 12 | 9 " | 130 50 |
| Fletcher and Railway Station..... | R. Sainsbury... 7 $\frac{1}{2}$ | 12 | 9 | 9 " | 48 75 |
| Florence and Oakdale..... | R. Sinclair..... 9 | 6 | 6 | 9 " | 236 25 |
| Florence and Rutherford..... | J. McDonald.... 6 | 6 | 6 | 9 " | 186 00 |
| Florence and Shetland..... | G. Thompson... 5 | 6 | 6 | 9 " | 105 00 |
| Fordwich and Newbridge..... | W. Chapman.... 4 $\frac{1}{2}$ & 7 | 6 & 3 | 9 | 9 " | 101 07 |
| Fordwich and Railway Station..... | J. Wilson..... 18 | 9 | 9 | 9 " | 94 50 |
| Fordyce and Lucknow..... | A. McLeod.... 9 $\frac{1}{2}$ | 6 | 9 | 9 " | 225 00 |
| Forest and Railway Station..... | R. Foster..... 167 yds. | 12 | 9 | 9 " | 65 52 |
| Forest and Ravenswood..... | C. Anderson.... 9 | 3 | 9 | 9 " | 75 00 |
| Forestville and Railway Station..... | E. T. Martin... 12 | 9 | 9 | 9 " | 74 88 |
| Formosa and Mildmay..... | A. Brick..... 6 | 6 | 9 | 9 " | 243 75 |
| Freeborn and Peffer's Crossing..... | H. Freeborn... 6 | 9 | 9 | 9 " | 32 48 |
| Frome and Railway Station..... | W. F. Silcox... 1 $\frac{1}{2}$ | 6 | 9 | 9 " | 58 50 |
| Fullarton and Mitchell..... | H. Rogers..... 8 $\frac{1}{2}$ | 6 | 9 | 9 " | 234 75 |
| Fulton Mills and Railway Station..... | G. Fulton..... 300 yds. | 6 | 9 | 9 " | 29 94 |
| Galt and Railway Station (C.P.)..... | T. Keachie..... 1 $\frac{1}{2}$ | 24 | 9 | 9 " | 149 76 |
| Galt and Railway Station (W.G.&B.)..... | " | $\frac{1}{2}$ & $\frac{1}{4}$ | 12 & 6 | 9 " | 112 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|-----------------------------------|------------------------|--------------------------------|---------|
| | | | | | § cts. |
| Galt and Glen Morris. | J. Costin. | 7 | 6 | 6 mos. (to Dec. 31, '06). | 105 00 |
| do do | E. T. Charles. | 7 | 6 | 3 " from " " | 52 50 |
| Galt and Street Letter Boxes. | J. A. Lenfesty. | 4 $\frac{1}{2}$ | 13 | 9 " " " " " " | 120 00 |
| Garnet and Railway Station. | C. A. Walker. | 4 | 12 | 9 " " " " " " | 60 00 |
| Gladstone and Railway Station. | E. M. Murray. | 5 | 6 | 9 " " " " " " | 112 50 |
| Glamis and Pinkerton Railway Stn. | H. McLeod. | 18 $\frac{1}{2}$ | 6 | 9 " " " " " " | 191 85 |
| Glamworth and Railway Station. | K. G. Turnbull. | 4 | 6 | 9 " " " " " " | 47 96 |
| Glen Annan and Railway Station. | A. Anderson. | 4 | 12 | 9 " " " " " " | 36 02 |
| Glencoe and Kilmartin. | D. McAlpine. | 4 $\frac{1}{2}$ | 3 | 9 " " " " " " | 66 75 |
| Glencoe and Wood Green. | J. L. McIntyre. | 5 $\frac{1}{2}$ | 6 | 9 " " " " " " | 131 25 |
| Glen Colin and Railway Station. | S. T. Young. | 100 yds. | 6 | 9 " " " " " " | 75 00 |
| Glendale and Main Post Road. | E. E. Caldwell. | 3 | 3 | 9 " " " " " " | 18 75 |
| Glen Farrow and Wingham. | W. McKersie. | 6 | 2 | 9 " " " " " " | 52 50 |
| Glenmeyer and Kinglake. | M. Carron. | 3 | 6 | 9 " " " " " " | 75 00 |
| Glen Rae and Railway Station. | F. A. Newell. | 50 yds. | 12 | 9 " " " " " " | 19 41 |
| Glenwood Station and Railway Stn. | W. C. Estabrook. | 1 | 12 | 9 " " " " " " | 33 75 |
| Goderich and Kincardine. | J. C. Watson. | 33 | 6 | 8 " & 10 d. (to Mar. 10, '07). | 551 26 |
| do do | A. & J. Hartwick. | 33 $\frac{1}{2}$ | 6 | 21 days from " " " | 46 49 |
| Goderich and Lucknow. | E. Thompson. | 21 $\frac{1}{2}$ | 6 | 9 months. | 307 50 |
| Goderich and Railway Station. | T. Gundry. | 6 | 42 | 9 " " " " " " | 245 70 |
| Goderich and Street Letter Boxes. | G. Bissett. | 6 $\frac{1}{2}$ | 12 | 9 " " " " " " | 108 00 |
| Goldstone and Railway Station. | E. H. Webber. | 1 $\frac{1}{2}$ | 6 | 9 " " " " " " | 93 60 |
| Goldstone Station, Parker and Railway Station. | E. C. Shantz. | 3 $\frac{1}{2}$ | 6 & 6 | 9 " " " " " " | 54 75 |
| Golspie and Woodstock. | C. Cullen. | 18 | 6 | 9 " " " " " " | 225 00 |
| Gordon and Railway Station. | A. C. Mailloux. | 1 | 12 | 9 " " " " " " | 46 80 |
| Gorrie and Railway Station. | W. A. Irwin. | 7 | 18 | 9 " " " " " " | 87 73 |
| Gowanstown and Kurtzville. | J. Gibson. | 7 | 3 | 9 " " " " " " | 105 00 |
| Gowanstown, Wallace and Railway Station. | F. E. Welkes. | 3 $\frac{1}{2}$ and $\frac{1}{4}$ | 6 & 12 | 9 " " " " " " | 150 00 |
| Gowie and Munro. | F. W. Moore. | 2 $\frac{1}{2}$ | 3 | 9 " " " " " " | 38 25 |
| Grauthurst and St. Mary's. | E. Day. | 5 | 6 | 9 " " " " " " | 135 00 |
| Granton and London. | J. M. Shoebottom. | 20 | 6 | 9 " " " " " " | 416 63 |
| Granton and Metropolitan. | R. T. Rayercroft. | 15 | 2 | 9 " " " " " " | 93 75 |
| Granton and Prospect Hill. | J. W. Dunnan. | 5 | 3 | 9 " " " " " " | 52 47 |
| Gresham and Paisley. | J. J. McNally. | 23 $\frac{1}{4}$ | 3 | 9 " " " " " " | 138 00 |
| Hagersville and New Credit. | E. L. Clement. | 4 $\frac{1}{2}$ | 3 | 9 " " " " " " | 48 75 |
| Hagersville and Railway Station. | J. Lynch. | 3 $\frac{1}{2}$ | 36 | 9 " " " " " " | 210 60 |
| Hagersville and Selkirk. | F. Matthews. | 12 | 6 | 9 " " " " " " | 201 00 |
| Hagersville and Springvale. | S. Kenner. | 4 | 6 | 9 " " " " " " | 90 60 |
| Harley and Hawtrej. | R. Hammond. | 15 | 6 | 9 " " " " " " | 228 00 |
| Harley and New Durham. | J. Cavin. | 5 | 6 | 6 (to Dec. 31, '06). | 72 00 |
| do do | R. George. | 5 | 9 | 3 " from " " | 50 00 |
| Harley and Railway Station. | J. Cavin. | 1 $\frac{1}{2}$ | 12 | 3 " (to Sept 30, '06). | 32 76 |
| do do | R. Hammond. | 1 | 12 | 6 " from " " | 61 00 |
| Harlock and Seaforth. | W. McInto-h. | 11 $\frac{1}{2}$ | 6 | 9 " " " " " " | 261 00 |
| Harriston and Railway Stations. | R. H. Ward. | $\frac{1}{4}$ and $\frac{1}{2}$ | 36 & 12 | 9 " " " " " " | 131 04 |
| Harriston Transfers, C.P.R. and G.T.R. | do | 1 | 6 | 9 " " " " " " | 23 48 |
| Harrow and Railway Stations. | T. H. Ferris. | 1 | 6 | 9 " " " " " " | 41 25 |
| Hartford and Waterford. | L. S. Dean. | 12 | 6 | 9 " " " " " " | 307 50 |
| Harwich and Railway Station. | L. Galbraith. | 5 | 6 | 9 " " " " " " | 147 42 |
| Hatchley Station and Railway Stn. | B. Powell. | 1 $\frac{1}{2}$ | 12 | 9 " " " " " " | 22 45 |
| Hawtrej and Railway Station(G.T.) | S. A. Innis. | 1 $\frac{1}{2}$ | 12 | 9 " " " " " " | 30 00 |
| Hawtrej and Railway Station(M.C.) | do | 1 | 12 | 9 " " " " " " | 90 00 |
| Haysville and New Hamburg. | J. Anderson. | 3 $\frac{1}{2}$ | 6 | 9 " " " " " " | 104 25 |
| Henfryn and Railway Station. | R. Rowland. | 1 | 6 | 9 " " " " " " | 45 00 |
| Hensall and Hurondale. | T. Murdock. | 14 $\frac{1}{4}$ | 6 | 9 " " " " " " | 169 59 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|----------|--|
| | | | | | £ |
| | | | | | cts. |
| Hensall Letter Box, Hensall P. O. and R. P. O. | J. Sutherland | 650 ft. | 36 | 9 months | 7 50 |
| Hensall and Railway Station | do | 12 | 9 | " | 74 88 |
| Hepworth and Railway Station | J. A. Crichton | 800 yds. | 18 | 9 | 123 54 |
| Hesson and Newton | F. J. Knoblauch | 27 | 6 | 9 | 243 75 |
| Hickson and Railway Station | T. J. Loveys | 24 | 9 | " | 30 00 |
| Highgate and Railway Station | R. B. Teetzel | 24 | 9 | " | 187 20 |
| Hillman and Leamington | R. Manery | 6 | 2 | 3 | (to Sept. 30, '06). 18 75 |
| do do | Plant and Ivison | 6 | 2 | 6 | from " 49 50 |
| Holmesville and Porter's Hill | W. Pickard | 4 | 4 | 9 | 77 18 |
| Holmesville and Railway Station | A. J. Courtice | 1/4 | 12 | 9 | 37 50 |
| Howlett and Lambert | J. Howlett | 4 | 3 & 6 | 9 | 79 89 |
| Hubrey and Railway Station | A. B. Murray | 3 | 3 | 9 | 52 50 |
| Hutchinson, McInnes and Park Hill | T. McInnes | 2 1/2 & 1 1/2 | 36 | 9 | 112 50 |
| Hyde Park Railway Station and Komoka Railway Station | J. P. Fisher | 19 1/2 | 6 | 9 | 487 50 |
| Ilderton and Railway Station | J. H. McRae | 1 1/2 | 24 | 9 | 74 88 |
| Ilderton and Vanneck | H. D. Fraser | 13 | 3 | 9 | 66 50 |
| Ingersoll and Railway Station (C.P.) | T. J. Sherlock | 1/4 | 18 | 6 | (to Dec. 31, '06). 52 74 |
| do do | T. Chambers | 1/4 | 18 | 3 | from " 50 00 |
| do do (G.T.) | T. J. Sherlock | 1/4 | 6 | 9 | 33 75 |
| Ingersoll and Street Letter Boxes | do | 16 | 18 | 9 | 180 00 |
| Imerkip and Railway Station | D. Blackmore | 1/2 | 12 | 6 | (to Dec. 31, '06) 48 03 |
| do do | J. Borland | 1/2 | 12 | 3 | from " 23 56 |
| Inverhuron and Tiverton | A. McDonald | 3 | 3 | 9 | 48 75 |
| Invermay and Railway Station | W. C. Croume | 1/2 | 12 | 9 | 70 20 |
| Inwood and Railway Station | J. M. Courtright | 50 rods | 12 | 9 | 45 00 |
| Iona and Railway Station | W. Fletcher | 2 | 12 | 9 | 93 60 |
| Jaffa and Orwell | J. Elgie | 3 | 2 | 9 | 37 50 |
| Jarvis and Railway Station | H. A. Smithson | 1/2 | 24 | 9 | 93 00 |
| Jeannette's Creek and Railway Stn. | F. C. Peck | 150 yds. | 6 | 9 | 30 00 |
| Jura and Railway Station | C. W. McCordie | 2 1/2 | 3 | 9 | 45 00 |
| Kenilworth and Olivet | A. E. Tremain | 4 1/2 | 2 | 9 | 58 50 |
| Kenilworth and Petherton | H. Fraser | 2 1/2 | 6 | 9 | 93 75 |
| Kenilworth and Railway Station | G. Cushing | 1/2 | 12 | 9 | 75 00 |
| Kertch and Uttoxeter | C. H. Nesbitt | 3 1/2 | 3 | 1 | & 14 dys. (from Feb. 15, '07)... 12 50 |
| Kertch and Wanstead | N. K. Nesbitt | 2 1/2 | 6 | 9 | 86 25 |
| Khiva and Shipka | F. Heitzman | 2 1/2 | 4 | 9 | 65 00 |
| Kilworth Bridge and Komoka | H. Kilbourne | 3 | 6 | 9 | 48 75 |
| Kincardine and Port Elgin | W. Goar | 24 | 6 | 6 | (to Dec. 31, '06). 204 50 |
| do do | A. Mackay | 24 | 6 | 3 | from " 102 25 |
| Kincardine and Railway Station | G. D. Morrison | 1/2 | 30 | 9 | 292 50 |
| Kincardine and Walkerton | J. Sexsmith | 28 | 6 | 9 | 525 00 |
| Kingarf and Kinloss | B. Moulton | 4 | 3 | 9 | 35 63 |
| Kingscourt and Railway Station | B. Williamson | 1 1/4 | 3 | 9 | 56 25 |
| Kingsmill and Mapleton | G. A. McCaulley | 4 | 6 | 9 | 138 75 |
| Kingsmill and Railway Station | F. L. Wagner | 40 rods | 12 | 9 | 45 00 |
| Kingsville and Railway Station | J. L. Noble | 1/2 | 12 | 9 | 73 93 |
| Kinkora and Sebringville | M. Hishon | 15 & 11 1/2 | 6 | 9 | 375 00 |
| Kinloss and Lucknow | J. R. Brownscombe | 10 1/2 | 6 | 9 | 180 00 |
| Kinlough and Westford | A. W. Haldenby | 3 1/2 | 2 | 9 | 41 25 |
| Kintyre and Railway Station | N. Brodie | 2 1/2 | 6 | 9 | 111 70 |
| Kippen and Railway Station | R. Mellis | 1/2 | 24 | 9 | 168 75 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division.
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-------------------------------|--------------------|------------------------|----------------------------|----------|
| | | | | | \$ cts. |
| Knapdale and Newbury..... | D. McNaughton | 5 | 1 | 9 months..... | 30 00 |
| Kossuth and Preston..... | H. Short..... | 5½ | 2 | 9 " "..... | 63 75 |
| Lakeside and Thamesford..... | J. Gregory..... | 12 | 6 | 9 " "..... | 219 75 |
| Lambeth and Tempo..... | A. Taylor..... | 4 | 6 | 9 " "..... | 59 25 |
| Lamon and Sylvan..... | A. Randall..... | 3 | 3 | 9 " "..... | 45 00 |
| Langside and Whitechurch..... | H. Rintoul..... | 5 | 3 | 9 " "..... | 52 50 |
| Langton and Marston..... | J. L. Long..... | 4½ | 2 | 9 " "..... | 26 25 |
| La Salette and Railway Station..... | J. J. Casey..... | 3½ | 24 | 9 " "..... | 54 98 |
| Lawrence Station and Railway Stn..... | R. Miller..... | 5½ | 6 | 9 " "..... | 142 00 |
| Leamington and Railway Stn.(M.C.) | S. C. Wigle..... | 3½ | 24 | 9 " "..... | 56 25 |
| do (Pere Marquette) do..... | do..... | 4 | 12 | 6 " "..... | 56 16 |
| Lebanon and Moorefield..... | J. Sinclair..... | 2 | 3 | 9 " "..... | 75 00 |
| Leesboro and Main Post Road..... | A. Heath..... | 1½ | 3 | 9 " "..... | 30 00 |
| Linwood and St. Jacobs..... | W. Oakley..... | 12 | 6 | 9 " "..... | 228 75 |
| Lion's Head and Spry..... | A. Martindale..... | 6 | 3 | 9 " "..... | 63 75 |
| Lion's Head and Warton..... | J. Owens..... | 22 | 3 | 9 " "..... | 217 50 |
| Lisbon and Wellesley..... | H. Witzel..... | 2 | 3 | 9 " "..... | 48 00 |
| Lisburn and Purple Grove..... | P. Leskey..... | 11½ | 3 | 9 " "..... | 93 75 |
| Lisburn and Railway Station..... | do..... | | 6 | 9 " "..... | 37 50 |
| Listowel and Molesworth..... | S. Laugheed..... | 7 | 6 | 9 " "..... | 118 55 |
| Listowel and Railway Station..... | W. Donagan..... | ¼ | 42 | 9 " "..... | 131 25 |
| Listowel and Trowbridge..... | F. Cosens..... | 5 | 6 | 9 " "..... | 145 87 |
| Littlewood and Tempo..... | A. Taylor..... | 1¾ | 4 | 9 " "..... | 18 75 |
| Loehals and Ripley..... | H. Campbell..... | 15 | 6 | 5 " (to Nov. 30, '06)..... | 109 50 |
| do do..... | J. McGillivray..... | 15 | 6 | 4 " from..... | 91 58 |
| Londesborough and Railway Stn..... | S. Woodman..... | 5 | 24 | 9 " "..... | 168 48 |
| London—Conveyance of Letter Carriers..... | London Street Railway Co..... | | as req. | 9 " "..... | 750 00 |
| London and London East..... | do..... | ¼ | 24 | 9 " "..... | 105 00 |
| London and London, Huron and Bruce Railway Station..... | TheShedden Forwarding Co..... | ½ | 24 | 9 " "..... | 131 04 |
| London and Lucan..... | J. H. Hodgins..... | 10½ | 6 | 9 " "..... | 224 25 |
| London and MacMillan..... | D. McMillan..... | 17¼ | 6 | 9 " "..... | 297 75 |
| London and Odell..... | S. Reid..... | 3 | 3 | 9 " "..... | 48 75 |
| London and Pere Marquette Railway Station..... | TheShedden Forwarding Co..... | ¾ | 24 | 9 " "..... | 131 25 |
| London Post Office, Street Letter Boxes and Railway Stations..... | C. H. Anderson..... | 31.12 | | | |
| London Post Office and C. P. Railway Station..... | do..... | & 18 | 9 | " "..... | 1,873 00 |
| London—Special Christmas delivery | T. Ball..... | | 1 | special trip..... | 2 00 |
| do do..... | do..... | | | " "..... | 15 00 |
| London Junction and Railway Stn..... | D. F. Buchanan..... | ¼ | 12 | 9 months..... | 37 44 |
| Louiseville and Railway Station..... | J. Scott..... | 6½ | 6 | 6 " (to Dec. 31, '06)..... | 119 52 |
| do do..... | G. H. Morton..... | 6½ | 6 | 3 " from..... | 70 67 |
| Luncan, Claudeboye and Railway..... | J. Ward..... | 3 | 12 | 9 " "..... | 150 00 |
| Lucknow, Lanes and Mafeking..... | A. McLeod..... | 14½ & 21 | 3 & 3 | 9 " "..... | 243 75 |
| Lucknow and Railway Station..... | W. Connell..... | ¾ | 24 | 9 " "..... | 131 04 |
| Lurgan, Main Post Road and Amberley..... | D. Ray..... | 2½ & 5 | 6 & 3 | 9 " "..... | 78 75 |
| Lynn Valley and Railway Station..... | E. Edmonds..... | ½ | 12 | 9 " "..... | 23 85 |
| Lynnville and Railway Station..... | W. Axford..... | 2½ | 6 | 9 " "..... | 90 91 |
| Lyons and Railway Station..... | C. W. Appleford..... | 2½ | 6 | 9 " "..... | 128 79 |
| McCready and Newbury..... | D. Ross..... | 6 | 2 | 9 " "..... | 45 00 |
| McGregor and Railway Station..... | J. A. Aubin..... | ½ | 12 | 9 " "..... | 67 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|------------------------|---------------------------------|------------------------|------------------------|---------|
| | | | | | £ |
| | | | | | cts. |
| McWilliams and Railway Station.. | W. Judge | 1 ¹³ / ₁₆ | 6 | 9 months | 15 00 |
| Macton and Yatton.. | J. H. Housinger | 5 ¹ / ₂ | 3 | 9 " | 53 25 |
| Maguire and Railway Station..... | A. Tod | 2 ¹ / ₄ | 6 | 9 " | 75 00 |
| Mahaffy and Munro..... | J. O. Coles..... | 3 ³ / ₄ | 3 | 9 " | 56 25 |
| Maidstone and Railway Station..... | J. Robinson | | 12 | 0 " | 88 92 |
| Maple Lodge Railway Station..... | A. W. Smith..... | 110 yds. | 6 | 9 " | 37 50 |
| Mar and Red Bay..... | C. McFarlane | 7 | 2 | 9 " | 57 75 |
| Marburg and Railway Station..... | J. Axford | 1 ¹ / ₂ | 6 | 9 " | 75 00 |
| Marshfield and Railway Station..... | J. R. Pollard... | | 6 | 9 " | 56 16 |
| Melbourne and Middlemiss..... | T. Hearn | 4 ¹ / ₂ | 6 | 9 " | 97 12 |
| Melbourne and Railway Station... | G. W. Sponen- burgh | 1 ¹ / ₄ | 12 | 9 " | 37 44 |
| Melgund and Railway Station..... | J. J. Bracken... | 2 | 3 | 9 " | 49 14 |
| Merlin and Railway Station..... | J. K. Brethour | 1 ¹ / ₂ | 12 | 9 " | 44 25 |
| Merlin and Tilbury..... | C. Palmer | 15 | 6 | 9 " | 351 75 |
| Mildmay and Railway Station..... | G. Heinger | 1 ¹ / ₄ | 12 | 9 " | 72 05 |
| Millbank and Railway Station..... | T. J. Hawthorne | 3 | 12 | 9 " | 74 88 |
| Miller Lake and Stokes Bay | S. C. Weather- head | 6 | 2 | 2 " (to Aug. 31, '06). | 21 06 |
| do do | D. Martin | 6 | 2 | 7 " from " | 52 34 |
| Milverton and Railway Station... | J. H. Schmidt... | 1 ¹ / ₁₆ | 24 | 9 " | 112 32 |
| Mitchell and Railway Station..... | J. Coping | | 24 | 9 " | 93 60 |
| Mohawk and Railway Station..... | J. W. McLaren. | 2 | 12 | 9 " | 37 44 |
| Moltke and Neustadt..... | A. Duneman... | 2 ¹ / ₂ | 3 | 9 " | 58 50 |
| Moneriff & Monkton | A. Campbell | 7 | 3 | 9 " | 90 90 |
| Moorefield and Railway Station... | P. Johnson... | 1 ¹ / ₄ | 24 | 9 " | 75 00 |
| Moorefield and Rothsay..... | R. Lawless..... | 3 ¹ / ₄ | 6 | 9 " | 131 25 |
| Moorefield and Treecastle..... | J. Christie..... | 3 | 6 | 9 " | 75 00 |
| Moortown and Railway Station..... | J. Morrison... | 900 feet. | 12 | 9 " | 37 50 |
| Moorsville and Railway Station... | J. Bloomfield... | | 12 | 9 " | 75 00 |
| Morpeth and Thamesville..... | L. J. Poulin... | 15 ⁵ / ₁₆ | 6 | 9 " | 387 75 |
| Mossley and Railway Station... | E. M. Murray... | | 6 | 9 " | 31 50 |
| Mount Elgin and Railway Station.. | F. Grey..... | | 12 | 9 " | 74 88 |
| Mount Forest and Railway Station | D. S. Allan..... | | 36 | 9 " | 171 99 |
| Mount Healy and Railway Station. | D. Taggart..... | 4 ¹ / ₂ | 6 | 9 " | 117 00 |
| Mount Vernon and Railway Station | J. Cavin..... | 2 | 24 | 9 " | 227 25 |
| Muir and Vandecar..... | H. Virtue..... | 2 ¹ / ₄ | 3 | 9 " | 30 00 |
| Mull and Pinehurst..... | J. T. O'Keefe... | 3 ³ / ₄ | 2 | 9 " | 52 50 |
| Mull and Railway Station..... | J. H. Saddington | | 12 | 9 " | 60 00 |
| Muncey and Railway Station..... | J. A. McGregor. | 30 rods. | 12 | 9 " | 29 94 |
| Napier and Rokeby..... | M. Campbell... | 4 | 2 | 9 " | 37 50 |
| Napier and Strathroy..... | R. Tompkins... | 12 | 6 | 9 " | 186 75 |
| New Canaan and Railway Station.. | E. Neal | 1 ¹ / ₁₆ | 12 | 9 " | 33 75 |
| New Dundee and Petersburg..... | A. Koehler..... | 10 | 6 | 9 " | 215 25 |
| New Scotland and Redley..... | A. L. Stirling... | 2 ¹ / ₄ | 6 | 8 " (from Aug. 1, '06) | 59 92 |
| Nithburg and Stratford..... | W. Thompson. | 13 ¹ / ₄ | 6 | 9 " | 309 00 |
| Nixon and Railway Station..... | C. E. Kingsbury | 300 yds. | 12 | 9 " | 46 80 |
| Nober and Railway Station..... | J. D. Fryer..... | 100 yds. | 12 | 9 " | 37 44 |
| Normandale and Vittoria..... | D. S. Smith | 4 ¹ / ₄ | 3 | 9 " | 52 50 |
| North Bruce and Queen Hill..... | J. T. Agar | 2 ¹ / ₄ | 3 | 9 " | 60 00 |
| North Buxton and Railway Station | G. B. Shreve... | | 12 | 9 " | 29 94 |
| Norwich and Railway Stn. (B. & T.) | J. M. Wilson... | | 24 | 9 " | 89 84 |
| Norwich and Ry. Stn. (G. B. & L. E.) | do | | 24 | 9 " | 90 00 |
| Oakland and Railway Station..... | J. S. Crumback. | 2 ¹ / ₂ | 12 | 9 " | 187 50 |
| Ohsweken and Railway Station.... | D. Davis..... | 5 | 6 | 9 " | 152 10 |
| Ohsweken and Sixty-nine Corners.. | G. Nash..... | 2 ¹ / ₄ | 3 | 9 " | 29 25 |
| Oil City and Railway Station... | G. W. Bentley.. | 3 ¹ / ₄ | 12 | 9 " | 58 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|--|----------|
| | | | | | 8 cts. |
| Oil Springs and Railway Station... | D. P. Sisk..... | 300 yds. | 24 | 9 months | 49 90 |
| Oldcastle and Railway Station ... | M. McCarthy.... | 100 yds. | 6 | 9 " | 18 72 |
| Olinda and Ruthven..... | T. H. Wingle.... | 2½ | 6 | 9 " | 96 00 |
| Oliver and Thorndale..... | J. G. McLeod.... | 6 | 2 | 9 " | 75 00 |
| Oneida and Railway Station..... | W. Reid..... | 11 | 6 | 3 " (to Sept. 30, '06) | 25 00 |
| do do | J. A. Senn..... | 1 | 6 | 6 " from " | 50 00 |
| Onondaga and Railway Station.... | S. G. Simpson.... | | 6 | 9 " | 67 86 |
| Ostrander and Railway Station.... | W. J. S. Burn.... | | 12 | 9 " | 44 25 |
| Otterville and Railway Station.... | M. J. Lavigne.... | | 18 | 9 " | 112 50 |
| Oxley and Railway Station..... | T. A. Elliott.... | 6½ | 6 | 9 " | 165 90 |
| Paisley and Railway Station..... | J. Trelford.... | 13 | 12 | 9 " | 74 88 |
| Paisley and Vesta..... | R. W. Burns.... | 17 | 6 | 1 " and 19 days. (to Sept. 10, '06)... | 57 28 |
| do do | W. Rankin.... | 17 | 6 | 6 " and 20 dys (from Sept. 10, '06)... | 159 65 |
| Palmerston and Railway Station... W. Nowry..... | | 1 | 48 | 9 " | 93 75 |
| Paquette Station and Railway Stn. F. Harshaw.... | | 33 rods. | 6 | 9 " | 30 42 |
| Paris and Railway Station..... | M. C. Gray..... | 1 | 48 | 9 " | 468 00 |
| Paris and Street Letter Boxes..... | do | 4 | 12 | 9 " | 55 13 |
| Park Head and Railway Station.... J. Pattison.... | | 1 | 12 | 9 " | 58 50 |
| Park Hill and Railway Station.... S. Tudor..... | | 1 | 12 | 9 " | 63 63 |
| Park Hill and Strathroy..... | R. McPhie.... | 18 | 3 | 9 " | 180 00 |
| Peebles and Woodstock..... | O. P. Brown.... | 11½ | 6 | 9 " | 349 25 |
| Pele Island and Mainland | J. E. Quick.... | 26½ | 1 & 2 | 9 days (to July 9, '06)... | 19 94 |
| do do | T. J. Stockwell.. | 26½ | 1 & 2 | 8 mos. and 22 dys. (from July 9, '06)... | 1,088 32 |
| Perch Station and Railway Station. R. Bright | | 5 | 2 | 9 " | 37 50 |
| Petrolea and Railway Station (G.T.) Grand Trunk Railway Co.... | | 275 ft. | 6 | 9 " | 16 50 |
| Petrolea and Railway Station (M.C.) R. E. Germain | | 1 | 24 | 9 " | 63 75 |
| Petrolea and Street Letter Box.... J. Shaw..... | | 1,200 yd. | 12 | 9 " | 0 75 |
| Petrolea and Wilsoncroft | E. Clemens.... | 6½ | 2 | 9 " | 75 00 |
| Pike Creek and Railway Station.... M. Suzor..... | | 1 | 6 | 9 " | 45 00 |
| Pilette Corners and Walkerville... O. Samson.... | | 3½ | 2 | 9 " | 30 00 |
| Pinkerton and Railway Station.... J. Keyes..... | | 2½ | 6 | 9 " | 85 40 |
| Plattsville and Railway Station.... E. Gatzka.... | | 4½ | 6 | 9 " | 67 50 |
| Point Edward and Sarnias..... | H. W. Mills.... | 2 | 24 | 9 " | 234 75 |
| Pond Mills and Wilton Grove..... A. B. Murray.... | | 12½ | 3 | 9 " | 72 75 |
| Port Burwell and Port Rowan.... O. Barrett.... | | 22½ | 6 | 9 " | 360 00 |
| Port Dover and Railway Station.... I. Johnson.... | | 1 | 30 | 9 " | 98 74 |
| Port Elgin and Railway Station.... A. C. Gilbert.... | | 1 | 18 | 9 " | 105 30 |
| Port Elgin and Tara | J. E. Grant.... | 15 | 6 | 9 " | 270 00 |
| Port Franks and Thedford..... F. Burley.... | | 6 | 3 | 3 " (to Sept. 30, '06)... | 19 50 |
| do do | H. W. Brown.... | 6 | 3 | 6 " from " | 39 00 |
| Port Lambton and Railway Station J. S. McDonald.. | | 1 | 12 | 9 " | 45 00 |
| Port Rowan and Railway Station... F. E. Foster.... | | 1 | 12 | 9 " | 75 00 |
| Port Ryerse and Vittoria..... | D. S. Smith.... | 3½ | 6 | 9 " | 97 50 |
| Port Stanley and Railway Station. P. L. Glover.... | | 4 | 24 | 9 " | 52 50 |
| Preston and C. P. Ry. Stn. at Galt.. Galt, Preston & Hespeler St. Ry. Co. | | 3½ | 6 | 8 " | 81 90 |
| Puce and Railway Station..... J. Stone..... | | 4 | 12 | 9 " | 33 68 |
| Ratho and Railway Station..... G. Steedsman.... | | 1 | 6 | 9 " | 39 00 |
| Rayside and Railway Station F. Day..... | | 80 yds. | 6 | 9 " | 37 44 |
| Renton and Railway Station..... M. Chrysler.... | | 1 | 12 | 9 " | 56 25 |
| Renwick and Railway Station..... T. G. Harlton.... | | 50 yds. | 12 | 9 " | 33 68 |
| Richwood and Railway Station.... W. Taylor..... | | 1 | 6 | 9 " | 58 50 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Ridgetown and Railway Station (M.C.) | M.H. Dougherty | 1 | 12 | 9 months | 91 26 |
| Ridgetown and Railway Station (Père Marquette) | do | $\frac{1}{2}$ | 12 | 9 " | 88 92 |
| Ripley and Railway Station | J. McInnis | $\frac{1}{2}$ | 24 | 9 " | 131 04 |
| Rockford and Railway Station | W. Richards | $\frac{3}{32}$ | 6 | 9 " | 120 00 |
| Rodney and Railway Station | J. S. McEugan | 40 rods. | 24 | 9 " | 93 60 |
| Round Plains and Waterford | T. Kitchen | 4 | 3 | 9 " | 45 94 |
| Ruscom Station and Railway Station | W. H. Knister | 50 yds. | 12 | 9 " | 37 50 |
| Ruthven and Railway Station | T. H. Wigle | $\frac{1}{3}$ | 12 | 9 " | 57 60 |
| St. George and Railway Station | G. W. Howell | 1 | 24 | 9 " | 234 75 |
| St. Jacobs and Railway Station | J. Menger | $\frac{1}{2}$ | 18 | 9 " | 56 16 |
| St. Joachim, River Ruscom and Railway Station | O. Janisse | 2 | 6 | 9 " | 105 00 |
| St. Joseph and Zurich | D. Spencer | 4 | 6 | 9 " | 86 25 |
| St. Mary's and Wildwood | J. Bolton | 5 | 3 | 9 " | 75 00 |
| St. Paul's Station and Railway Station | A. Thom | $\frac{1}{16}$ | 12 | 9 " | 46 80 |
| St. Thomas Railway Stations and Street Letter Boxes | H. Fearnley | 1&14 | 84&18 | 9 " and extra trips. | 699 94 |
| St. Thomas and Sparta | W. Butterwick | 11 | 6 | 9 " | 100 87 |
| St. Thomas and Talbotville Royal | G. Fearnley | $\frac{3}{4}$ | 6 | 9 " | 36 25 |
| do do | South Western Traction Co'y. | $\frac{3}{4}$ | 6 | 3 " (to Sept. 30, '06) | 68 86 |
| St. Williams and Railway Station | J. Cope | $\frac{1}{2}$ | 12 | 6 " from " | 44 46 |
| Sable and Main Post Road | N. McPhee | 2 | 3 | 9 " | 56 25 |
| Salford and Railway Station | J. B. Turner | $\frac{1}{2}$ | 12 | 9 " | 58 50 |
| Sandwich and Windsor | Sandwich, Windsor & Amherstburg Ry. Co. | 2 | 6 | 9 " | 93 75 |
| Sarnia and Père Marquette Railway Station | D. McCrae | 200 yds. | 24 | 9 " | 157 50 |
| Sarnia and Port Huron | J. McKelvy | 1 | 12 | 9 " | 89 63 |
| Sarnia and Street Letter Boxes | J. Lucas | $\frac{4}{32}$ | 12 | 9 " | 109 06 |
| Sauble Falls and Warton | S. Hyatt | 12 | 2 | 9 " | 93 75 |
| Seaforth and Railway Station | T. Simpson | $\frac{1}{4}$ | 36 | 3 " & 28 dys. (to Oct. 28, '06) | 78 26 |
| do do | T. Corbert | $\frac{1}{4}$ | 36 | 5 " & 3 days (from Oct. 28, '06) | 101 74 |
| Sebringville and Railway Station | H. Kaercher | $\frac{3}{4}$ | 18 | 9 " | 112 50 |
| Sockerton and Railway Station | D. Leroux | 4 | 3 | 9 " | 56 25 |
| Shedden and Railway Station | A. Burwell | $\frac{5}{16}$ | 12 | 9 " | 56 25 |
| Silver Hill and Tain | G. Charlton | $\frac{31}{32}$ | 2 | 13 days (to July 13, '06) | 4 00 |
| do do | A. McDowell | $\frac{31}{32}$ | 2 | 8 months and 18 days (from July 13, '06) | 36 74 |
| Simcoe and Loop Line Letter Box | C. A. Chadwick | 1 | 18 | 9 " | 21 06 |
| Simcoe and Railway Stations | do | $\frac{1}{2}$ & 1 | 24 & 18 | 9 " | 189 54 |
| Simcoe and Waterford | M. L. Boughner | 7 | 6 | 0 " | 198 75 |
| Sombra and Railway Station | P. Helmer | $\frac{1}{3}$ | 12 | 9 " | 37 50 |
| Sombra and Wilkesport | D. Shephard | 7 | 6 | 9 " | 172 50 |
| Southampton and Railway Station | F. Gilbert | $\frac{1}{4}$ | 24 | 9 " | 91 60 |
| Springfield and Railway Station | E. Soper | $\frac{1}{4}$ | 12 | 9 " | 51 48 |
| Springford and Railway Station | H. A. White | $\frac{1}{4}$ | 24 | 9 " | 74 88 |
| Staples and Railway Station | D. R. Menzies | 30 rods. | 12 | 9 " | 65 52 |
| Stevenson and Railway Station | R. A. Howard | 50 rods. | 12 | 9 " | 51 48 |
| Stokes Bay and Warton | J. E. Sutherby | 27 $\frac{1}{2}$ | 3 | 9 " | 221 25 |
| Stony Point and Railway Station | E. Desmarais | 1 | 12 | 9 " | 78 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------------|--------------------|------------------------|----------------------------|---------|
| Strasburg and Railway Station | S. Bartholomew. | 8 | 6 | 3 mos. (to Sept. 30, '06). | 28 75 |
| do do | A. Cressman. | 8 | 6 | 6 " from " " | 87 50 |
| Stratford and Railway Station | A. Easson. | 60 | 9 | " " | 280 80 |
| Stratford and Street Letter Boxes. | W. T. Cook | 15½ | 18 | 3 " (to Sept. 30, '06). | 120 00 |
| do do | W. Murch. | 17 | 18 | 6 " from " " | 245 00 |
| Strathroy and Street Letter Boxes. | R. E. Richards. | 5½ | 12 & 18 | 9 " " | 150 00 |
| Sutherland and Windsor | C. C. Chauvin. | 3 | 3 | 18 days from Mar. 14, '07 | 3 00 |
| Sutorville and Watford | S. E. Thompson | 7 | 2 | 9 months. | 56 25 |
| Sylvan and Thedford | W. Randall. | 5 | 6 | 9 " " | 109 42 |
| Tara and Railway Station | J. N. Monkman | 4 | 12 | 9 " " | 60 84 |
| Tavistock and Railway Station | G. Matheson. | 24 | 9 | " " | 75 00 |
| Teeswater and Railway Station | F. Green. | 18 | 9 | " " | 74 25 |
| Teeswater and Walkerton | G. Kreutzweiser. | 16 | 6 | 9 " " | 333 75 |
| Teeterville and Windham Centre | E. J. Arthur. | 3½ | 6 | 9 " " | 95 25 |
| Thamesford and Railway Station | N. C. McCarthy. | 1 | 12 | 9 " " | 93 00 |
| Thamesville and Railway Station | J. K. Duncan. | 525 yds. | 12 | 9 " " | 56 25 |
| Thedford and Railway Station | R. Wilson. | 150 yds. | 12 | 9 " " | 29 25 |
| The Gore and Main Post Road | M. Ackland | 1 | 6 | 9 " " | 56 25 |
| The Grove and Railway Station | T. A. Robinson. | 1 | 6 | 9 " " | 18 72 |
| Thorndale and Railway Station | J. Falconer. | 70 rods. | 6 | 4 " (from Dec. 1, '06) | 10 45 |
| Thornyhurst and Wallaceburg | F. Varnell | 11 | 3 | 9 " " | 131 25 |
| Tilbury and Railway Station | J. Funston. | 1¼ | 24 | 9 " " | 93 75 |
| Tillsonburg and B. & T. Railway Station. | C. Becker & Son | 1 | 24 | 9 " " | 74 88 |
| Tillsonburg, Lake Erie and Pacific Railway Stations and respective Post Offices | Canadian Pacific Railway Co. | | 18 & 24 | 9 " " | 438 90 |
| Tillsonburg and Loop Line Railway Station | W. A. Cowan. | 1½ | 12 | 9 " " | 131 94 |
| Tillsonburg and M. C. Railway Station | do | 1½ | 12 | 9 " " | 105 30 |
| Topping and Railway Station | D. L. Brenneman | 6 | 6 | 9 " " | 150 00 |
| Townsend Centre and Railway Station | W. J. Smith. | 40 rods. | 12 | 9 " " | 37 50 |
| Tunnel Street Railway | J. Fry. | 49 feet. | 18 | 6 " " | 7 59 |
| Tupperville and Railway Station | A. McArthur. | 30 yds. | 12 | 9 " " | 29 94 |
| Turnerville and Railway Station | J. T. Shaw. | 100 feet. | 12 | 9 " " | 33 75 |
| Tuscarora and Railway Station | S. J. McKelvey. | 2 | 6 | 9 " " | 70 20 |
| Tyronnell and Wallacetown | P. Gerow. | 6 | 12 | 9 " " | 82 17 |
| Tyrrell and Railway Station | W. Austin. | 1¼ | 6 | 9 " " | 75 99 |
| Vanessa and Railway Station | J. C. Lutes. | 3 | 12 | 9 " " | 112 50 |
| Van Horn and Railway Station | J. Zink. | 1½ | 2 | 3 " (to Sept. 30, '06). | 7 50 |
| do do | W. Smith. | 1½ | 2 | 6 " from " " | 15 00 |
| Villa Nova and Railway Station | M. McAlpin. | 4 | 6 | 9 " " | 37 44 |
| Victoria and Railway Station | D. S. Smith. | 4 | 12 | 9 " " | 36 75 |
| Vyner and Railway Station | D. Lamont. | 1½ | 3 | 9 " " | 52 75 |
| Walker's and Railway Station | J. Grieve | 1 | 12 | 9 " " | 30 42 |
| Walkerton and Railway Station | F. Rennie. | 1½ | 18 | 9 " " | 87 73 |
| Walkerville and G. T. Railway Str. | N. B. Vrooman. | 75 yds. | 36 | 9 " " | 119 34 |
| Walkerville and G. R. Ry. Station at Windsor | do | 1½ | 6 | 9 " " | 52 50 |
| Wallaceburg and C. W. and L. E. Railway Station | A. Fisher. | 1,700 ft. | 6 | 9 " " | 56 25 |
| Wallaceburg and P. M. Ry. Station | do | 1½ | 24 | 9 " " | 150 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------------------|--------------------|------------------------|---|-------------|
| | | | | | 8 cts. |
| Wallaceburg and Walpole Island .. | J. B. McDougall | 8 | 2 | 9 months..... | 56 25 |
| Wallacetown and Railway Station. | P. Gerow..... | 3½ | 12 | 9 " | 159 12 |
| Walnut and Watford..... | A. Black..... | 6 | 2 | 9 " | 78 75 |
| Walsh and Railway Station | A. Brett..... | 2½ | 6 | 9 " | 75 75 |
| Wardsville and Railway Station.... | J. W. Wilson... | 5 | 12 | 9 " | 93 60 |
| Warwick and Railway Station..... | D. M. Ross..... | 8 | 6 | 9 " | 195 00 |
| Waterford and M. C. Railway Stn.. | L. S. Dean..... | 4 | 12 | 9 " | 56 25 |
| Waterford and T. H. & B. Ry. Stn.. | M. L. Boughner. | 4 | 18 | 9 " | 45 62 |
| Waterloo and G. T. Ry. Station at Berlin..... | Berlin & Water- loo St. Ry. Co. | 2 | 30 | 9 " | 269 60 |
| Waterloo and Galt and Elmira Ry. Station | W. W. Glaister. | 1½ | 18 | 9 " | 63 87 |
| Waubuno and Railway Station..... | J. Young..... | 3 | 6 | 9 " | 94 85 |
| Weidmann and Railway Station..... | A. W. Craig..... | 70 rods | 12 | 9 " | 39 78 |
| West Lorne and Railway Station.... | S. McKillop.... | 1½ | 12 | 9 " | 30 00 |
| Wheatley and Railway Station..... | O. Ivison..... | 1 | 12 | 9 " | 140 40 |
| Wheatley and Windfall..... | G. Gibson..... | 5 | 2 | 9 " | 78 00 |
| Whitebread Station and Ry. Stn.... | W. E. Evans.... | 50 yds. | 12 | 9 " | 29 94 |
| Whitechurch and Railway Station.. | E. Everitt..... | 1 | 18 | 9 " | 45 56 |
| White Oak and Main Post Road.... | G. F. Johnston.. | 2½ | 2 | 9 " | 56 25 |
| Wiarion and Railway Station..... | S. Hyatt..... | 4 | 30 | 9 " | 198 90 |
| Williams and Railway Station..... | C. A. Williams.. | 4 | 6 | 9 " | 75 00 |
| Wilton Grove and Railway Station. | P. Murray..... | 4 | 6 | 9 " | 33 68 |
| Windham Centre and Ry. Station.. | I. W. Lewis..... | 4 | 12 | 9 " | 22 43 |
| Windsor and Detroit..... | E. Gignac..... | 1½ | 18 | 9 " | 372 06 |
| Windsor and Railway Station (M.C.) | do..... | 1 | 24 | 9 " | 243 36 |
| Windsor and Railway Station (Per- Marquette)..... | M. H. McCarthy | 1½ | 12 | 9 " | 177 84 |
| Windsor and Street Letter Boxes.. | B. McLellan.... | 19½ | 25 | 9 " | 675 00 |
| Windsor and Walkerville..... | N. B. Vrooman.. | 1½ | 6 | 9 " | 52 50 |
| Wingham and Railway Stn. (C.P.) | A. R. Anderson.. | 3 | 12 | 9 " | 117 00 |
| Wingham and Railway Stn. (G.T.) | Cassels & Carr.. | 3 | 30 | 4 " (to Oct. 31, '06). | 84 00 |
| do do | A. R. Anderson.. | 3 | 30 | 5 " from " | 103 20 |
| Wolverton and Railway Station ... | G. W. Dawson... | 1½ | 12 | 9 " | 90 00 |
| Woodslee and Railway Station..... | T. Galloway.... | 1 | 12 | 9 " | 150 00 |
| Woodstock and Railway Stn. (C.P.) | J. A. McKenzie.. | 1 | 12 | 3 " (to Sept. 30, '06). | 31 20 |
| do do | G. F. Thurlow.. | 1 | 12 | 6 " from " | 95 00 |
| do do (P.D. & L.H.) | J. A. McKenzie.. | 1 | 24 | 9 " | 142 50 |
| Woodstock and Street Letter Boxes | C. Cullen..... | 12 | 18 | 9 " | 110 78 |
| Woodstock Station Letter Box and C. P. R. Postal Car..... | R. Scott..... | 50 yds. | 12 | 8 " & 17 days (to Mar. 17, '07)..... | 12 80 |
| do do | H. G. Winter... | 50 | 12 | 14 days (from " | 1 17 |
| Wroxeter and Railway Station | A. Paulin..... | 7½ | 18 | 9 months | 83 54 |
| Wyton Station and Railway Stn.... | G. Scatcherd.... | 7½ | 12 | 9 " | 14 96 |
| Zurich and Railway Station..... | T. Murdock..... | 6½ | 12 | 9 " | 168 00 |
| Total..... | | | | | \$79,099 08 |
| Less amount withdrawn from Guarantee Fund..... | | | | | 56 90 |
| | | | | | \$79,043 08 |

APPENDIX B—Continued.

WINNIPEG POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, made within the year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---------------------------------|---------------------|--------------------|------------------------|-----------------------------|---------|
| Aberdeen and Railway Station | H. Schroeder | 170 yds. | 6 | 3 months (to Sept. 30, '06) | 18 78 |
| do do | do | 170 yds. | 6 | 6 " from " | 62 60 |
| Abernethy and Chickney | D. Switzer | 21 | 2 | 9 " (to Mar. 31, '07). | 180 00 |
| Abernethy and Katepwe | do | 13 | 2 | 9 " " | 172 50 |
| Abernethy and Railway Station | J. B. Gillespie | 50 rods | 6 | 9 " " | 117 36 |
| Almeda and Curt Hill | M. Hedge | 27 | 1 | 9 " " | 195 00 |
| Almeda and Railway Station | B. L. Gibson | 6 | 12 | 9 " " | 93 60 |
| Alcester and Minto | M. C. Mitchell | 6 | 2 | 7 " (to Jan. 31, '07). | 66 73 |
| Alexander and Mayne | H. W. Lundy | 13½ | 1 | 45 days (to Aug. 14, '06). | 15 28 |
| Alexander and Railway Station | J. F. Walker | ½ | 18 | 9 months (to Mar. 31, '07) | 253 11 |
| Allanlea and Glenella | S. Alexander | 14 | 1 | 9 " " | 82 38 |
| Almasippi and Graysville | Mrs. S. J. Huntley | 6½ | 2 | 9 " " | 117 00 |
| Alpha and Fillmore | W. H. Smelker | 23 | 1 | 6 " (to Dec. 31, '06). | 45 00 |
| do do | A. R. Reid | 23 | 1 | 3 " from " | 43 75 |
| Altamont and Railway Station | H. Mussell | 1½ | 12 | 6 " (to Dec. 31, '06). | 62 40 |
| do do | do | 1½ | 6 | 3 " from " | 15 60 |
| Altana and Railway Stations | L. P. Yoerger | 1½ | 12 | 9 " " | 56 25 |
| Alvena and Rosthern | A. Hryzal | 18 | 1 | 9 " " | 136 50 |
| Angove and Stornoway | James Craig | 18 | 1 | 1 " (from Mar. 1, '07). | 6 66 |
| Annaheim and Muenster | R. Litkinhaus | 12 | 1 | 5 " (to Nov. 30, '06). | 59 58 |
| do do | G. G. Doepker | 12 | 2 | 4 " from " | 69 33 |
| Antler and Bellegarde | P. Sylvestre | 5 | 1 | 9 " " | 35 25 |
| Antler and Fry's | J. H. Fry | 6 | 1 | 9 " " | 37 50 |
| Antler and Railway Station | E. Haight | 1½ | 12 | 9 " " | 90 00 |
| Arbakka and Stuartburn | J. Gillies | 17 | 1 | 6 " (to Dec. 31, '06). | 70 00 |
| do do | do | 21 | 1 | 3 " from " | 43 23 |
| Areola and Ossa | J. Greatrix | 39 | 1 | 9 " " | 315 00 |
| Areola and Percy | R. J. Morrison | 8 | 1 | 9 " " | 75 00 |
| Areola and Railway Station | T. G. Yeoward | 1 | 12 | 3 " (to Sept. 30, '06). | 90 00 |
| do do | do | 1 | 12 | 6 " from " | 138 00 |
| Arden and Railway Station | W. E. Boughton | 1 | 12 | 9 " " | 101 25 |
| Argyle and Woodlands | G. Josling | 13 | 2 | 9 " " | 117 00 |
| Arnau and Carlowrie | R. Sumner | 6 | 1 | 9 " " | 48 75 |
| Arnau and Railway Station | E. Smith | 4 | 12 | 9 " " | 117 36 |
| Arnau and Ste. Elizabeth | H. Fontaine | 9 | 2 | 3 " (to Sept. 30, '06). | 26 00 |
| Arrow River and Orrwold | W. Tennant | 20½ | 2 | 4 " (to Oct. 31, '06). | 74 53 |
| do do | do | 20½ | 2 | 4 " (to Feb. 25, '07). | 80 60 |
| do do | do | 42½ | 2 | 1 " from " | 21 67 |
| Arrow River and Railway Station | do | 1 | 5 | 4 " (to Oct. 31, '06). | 26 08 |
| do do | do | 1 | 12 | 5 " from " | 65 20 |
| Asessippi and Russell | J. T. Adams | 15 | 2 | 9 " " | 180 00 |
| Ashville and Railway Station | E. S. Young | 550 yds. | 6 | 9 " " | 46 80 |
| Atikokan and Railway Station | F. J. Schieder | 300 yds. | 6 | 9 " " | 35 19 |
| Aubigny and Silver Plain | H. Mousseau | 2½ | 2 | 9 " " | 44 25 |
| Aurburton and Oxbow | A. J. Watson | 14 | 1 | 9 " " | 75 00 |
| Audry and Carievale | T. J. Puffer | 12½ | 1 | 9 " " | 75 75 |
| Austin and Railway Station | J. Willott | 12 | 12 | 9 " " | 149 76 |
| Avonhurst and South Qu'Appelle | W. F. Mathews | 17½ | 2 | 9 " " | 234 00 |
| Aweme and Treesbank | E. Little | 8 | 1 | 9 " " | 56 25 |
| Aylesbury and Railway Station | H. H. Johnston | 1 | 12 | 1 " (to July 31, '06). | 12 50 |
| do do | do | 1 | 12 | 8 " from " | 163 32 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|----------------------------------|---------------------|--------------------|------------------------|---|---------|
| Aylesworth and Emo. | J. L. Locking. | 6 | 1 | 9 months. | 56 25 |
| Badger and Railway Station. | H. Johnson | 150 yds. | 4 | 2 " (to Aug. 31, '06). | 5 00 |
| do do | A. White | | 4 | 7 " from " | 35 00 |
| Badgerville and Canora. | L. Sexsmith | 18 | 1 | 1 " (to July 31, '06). | 8 67 |
| Bagley and Milfort. | N. Anderson | 15 | 1 | 9 " " | 70 50 |
| Bagot and Railway Station. | J. C. Lowrie | | 12 | 9 " " | 45 15 |
| Balcarres and File Hills. | R. T. Grant | 22 | 2 | 1 " (to July 31, '06). | 16 66 |
| do do | L. Laliberte | 21 | 2 | 8 " from " | 219 33 |
| Balcarres and Railway Station. | G. C. Ludlow | 200 yds. | 6 | 9 " " | 105 63 |
| Baldur and Grund. | S. Christopher-son | 6 | 2 | 9 " " | 90 00 |
| Baldur and Railway Station. | A. Fowler | 1 | 12 | 9 " " | 155 05 |
| Baldur and Rosebery. | T. Sexsmith | 12 | 1 | 2 " (to Aug. 31, '06). | 17 33 |
| Balgonie and Hednesford. | F. Gentner | 24 | 1 | 9 " " | 157 59 |
| Balgonie and Kathrinala. | P. Dielschneider | 15 | 1 | 9 " " | 97 50 |
| Balgonie and Railway Station. | J. C. Wilson | 1 | 20 | 9 " " | 197 31 |
| Balmoral and Greenwood. | *E. Bowman | 6½ | 1 | 9 " " | 56 25 |
| Balmoral and Railway Station. | R. Rutherford | | 12 | 9 " " | 210 60 |
| Balsam Bay and Gilebo. | H. Thomas | 31 | 1 | 2 " (from Feb. 1, '07) | 56 33 |
| Barnhart and Emo. | J. Schalmehorn | 9 | 1 | 9 " " | 58 50 |
| Barnsley and Station. | P. McBride | 1 | 3 | 9 " " | 18 75 |
| Barwick and Chapple. | W. H. Smith | 6½ | 1 | 9 " " | 48 75 |
| Barwick and Railway Station. | E. Both | | 12 | 9 " " | 164 31 |
| Basswood and Railway Station. | D. McPherson | 1 | 12 | 9 " " | 93 60 |
| Basswood and Rolling River. | D. Cameron | 10 | 1 | 9 " " | 56 25 |
| Bates and Homewood. | J. Crawley | 3 | 2 | 9 " " | 58 50 |
| Batoche and Wakaw. | R. Boyer | 24 | 1 | 9 " " | 132 00 |
| Barelaw and Millwood. | M. O. Borke | 9 | 1 | 9 " " | 45 00 |
| Beaconsfield and Swan Lake. | J. R. Couch | 14 | 2 | 1 " and 14 days (to Aug. 14, '06). | 17 73 |
| Beaconsfield and Somerset. | R. W. McMorrin | 6½ | 2 | 7 " and 17 days (from Aug. 14, '06). | 88 13 |
| Beausejour and Broken head. | F. Staska | 14 | 1 | 9 " " | 63 75 |
| Beausejour and Railway Station. | S. Turner | 1 | 14 | 9 " " | 82 11 |
| Beaver and Railway Station. | R. H. McLeod | 1 | 6 | 1 " (to July 31, '06). | 7 93 |
| do do | do | 1 | 12 | 8 " from " | 99 40 |
| Beaver Dale and Yorkton. | W. E. Moore | 29 | 1 | 9 " " | 180 00 |
| Beckenham and Shebo. | N. D. Currie | 40 | 1 | 9 " " | 318 74 |
| Beeston and Grenfell. | A. B. Varley | 31 | 1 | 5 " (to Nov. 30, '06). | 62 50 |
| do do | do | 25 | 1 | 4 " from " | 25 00 |
| Bekevar and Fletwode. | J. Szakais | 9 | 1 | 9 " " | 60 00 |
| Belcourt and Reburn. | T. H. Brown | 5 | 2 | 9 " " | 71 25 |
| Belle Plain and Railway Station. | J. R. M. Dixon | 150 yds. | 14 | 9 " " | 75 00 |
| Bellhampton and Glen-lla. | C. W. Clark | 12 | 1 | 2 " from Feb. 1, '07) | 15 00 |
| Belmont and Railway Station. | K. Kirkman | 1 | 24 | 7 " and 3 days (to Feb. 3, '07). | 186 06 |
| do do | do | 1 | 18 | 29 days (to Mar. 4, '07). | 18 90 |
| do do | do | 1 | 24 | 27 " from " | 23 47 |
| Bender and Broadview. | J. McDougall | 29 | 1 | 2 mos. (from Feb. 1, '07). | 30 00 |
| Benito and Swan River. | J. S. Free | 30 | 1 | 7 " (to Jan. 31, '07). | 151 66 |
| do do | do | 30½ | 1 | 2 " from " | 48 32 |
| Beresford and Railway Station. | W. Cannon | 1 | 12 | 9 " " | 67 59 |
| Bethany and Railway Station. | R. A. Myrick | 85 yds. | 6 | 9 " " | 59 28 |
| Bethune and Railway Station. | E. J. Clough | 200 yds. | 6 | 9 " " | 58 50 |
| Bienfait and Railway Station. | A. J. Milligan | 450 yds. | 2 | 20 days (to July 20, '06). | 1 98 |
| do do | do | 450 " | 3 | 2 months and 22 days (to Oct. 11, '06). | 6 76 |
| do do | do | 450 " | 3 | 5 " and 20 days (from Oct. 11, '06). | 28 20 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-------------------------------|--------------------|------------------------|-----------------------------------|----------|
| | | | | | \$ cts. |
| Big Fork and Devlin | P. O'Connell | 11 | 2 | 1 month (to July 31, '06) | 13 00 |
| do do | A. Spencer | 11 | 2 | 8 months from " | 106 66 |
| Binscarth and Railway Station | D. McGilvray | 17 $\frac{1}{2}$ | 12 | 9 " | 140 85 |
| Binscarth and Seeburn | O. Seebach | 14 | 1 | 9 " | 97 50 |
| Birch Hills and Deer Lodge | W. Stevens | 8 | 1 | 9 " | 76 18 |
| Birch Hills and Railway Station | do | 2 | 5 | (from Nov. 1, '06) | 39 25 |
| Birds Hill and Railway Station | G. Chudleigh | 6 | 9 | " | 93 90 |
| Bernie and Railway Station | R. Watson | 200 yds. | 6 | 9 " | 46 95 |
| Birtle and Fort Ellice | G. H. Dickin | 12 | 2 | 9 " | 156 00 |
| Birtle and Miniota | do | 23 | 3 | 9 " | 337 50 |
| Birtle and Railway Station | do | 12 | 9 | " | 187 80 |
| Birtle and Warleigh | do | 8 | 1 | 9 " | 45 00 |
| Black Hawk and Stratton Station | G. N. Hughes | 15 $\frac{1}{2}$ | 1 | 9 " | 58 50 |
| Bladworth and Railway Station | A. J. Ault | 106 yds. | 12 | 9 " | 37 50 |
| Bladworth and Strongfield | P. Van Heren- w-hye | 21 | 1 | 9 " | 153 75 |
| Bleakmore and Strasburg Station | A. W. Hudson | 32 | 1 | 9 " | 331 50 |
| Blythfield and Railway Station | W. H. Mellow | 35 | 2 | 9 " | 62 85 |
| Boissevain and Railway Station | W. H. Saults | 14 | 12 | 9 " | 117 38 |
| Boissevain and Sheppardville | G. F. Braden | 14 | 2 | 9 " | 150 00 |
| Boissevain and Wapaha | do | 16 $\frac{1}{2}$ | 1 | 9 " | 74 25 |
| Boissevain and Wassewa | W. Millions | 10 | 2 | 5 " & 6 d. (to Dec. 6, '06) | 54 31 |
| Bonheur and Railway Station | J. C. Roney | 325 yds. | 12 | 9 " | 151 50 |
| Bonne Madone and Donreny | G. Revey | 14 | 1 | 9 " | 81 75 |
| Bonnie Doon and Reaburn | W. Finegan | 26 | 2 | 9 " | 136 50 |
| Boseurvis and Oxbow | T. Decker | 14 | 1 | 9 " | 84 00 |
| Boucherville and Stratton Station | I. Vipond | 3 | 2 | 9 " | 78 00 |
| Bowman and Railway Station | J. Caverly | 300 ft. | 6 | 2 " (to Aug. 31, '06) | 13 00 |
| Bradwardine and Railway Station | A. Hays | 6 | 9 | " | 58 68 |
| Brancupth and Railway Station | G. Taylor | 3 | 2 | 5 " (from Nov. 1, '06) | 47 66 |
| Brandon and Hayfield | G. E. Cowling | 12 | 2 | 6 " (to Dec. 1, '06) | 208 00 |
| do do | N. Twigg | 12 | 2 | 3 " from " | 104 00 |
| Brandon and Railway Stations (C.N. & C.P.) | F. J. Baird | 12 & 1 | 12 & 2 | 9 " | 1,284 50 |
| Brandon and Shrubland | W. Cameron | 9 | 2 | 5 " (to Nov. 30, '06) | 119 17 |
| Brandon and Roseland | do | 9 | 2 | 2 " & 14 dys. (to Feb. 4, '07) | 50 58 |
| do do | John Scott | 9 | 2 | 1 " 14 dys. from " | 26 00 |
| Brandon Hills and Railway Station | A. J. Gerry | 21 | 2 | 9 " | 97 50 |
| Bredenberg and Railway Station | H. Bearpoint | 100 yds. | 6 | 9 " | 82 17 |
| Bridge Creek and Franklin | C. R. Campbell | 35 | 3 | 9 " | 82 50 |
| Broadview and Crystal Springs | J. McDougall | 29 | 1 | 7 " (to Jan. 31, '07) | 105 00 |
| Broadview and Graytown | R. Gray | 42 | 1 | 9 " & arrears | 272 55 |
| Broadview and Railway Station | A. L. Brown | 3 | 28 | 9 " | 225 50 |
| Broken Shell and Yellow Grass | M. Garitty | 12 | 1 | 9 " | 86 25 |
| Brookdale and Railway Station | J. W. Miller | 760 feet | 6 | 9 " | 58 68 |
| Broomhill and Melita | W. Kilkenny | 12 | 1 | 9 " | 68 25 |
| Brown and Morden | A. Stapel | 13 | 2 | 9 " | 142 50 |
| Bru and Cypress River | H. Josephson | 11 $\frac{1}{2}$ | 2 | 9 " | 120 00 |
| Brunkild and Railway Station | Wm. Poersch | 300 yds. | 3 | 9 " | 17 55 |
| Bruno and Railway Station | F. G. Tolley | 60 yds. | 6 | 5 " (to Nov. 30, '06) | 19 56 |
| do do | A. J. Schwing- hamer | 60 yds. | 6 | 4 " from " | 26 08 |
| Bruxelles and Holland | V. Poncelet | 10 | 2 | 9 " | 111 75 |
| Buchanan and Mitchellvi-w | R. Mitchell | 94 | 1 | 1 " (from Mar. 1, '07) | 10 83 |
| Buchanan and Railway Station | C. C. Godfrey | 100 yds. | 6 | 4 " (from Dec. 1, '06) | 31 29 |
| Buffalo Plains and Hazelwood | C. V. Shaver | 12 | 1 | 9 " | 97 50 |
| Buffin and Milestone | G. Cassidy | 17 | 1 | 8 " (from Aug. 1, '06) | 117 86 |
| Bulyea and Railway Station | J. W. Barlow | 500 yds. | 6 | 9 " | 58 68 |
| Buncelody and Fairfax | D. A. Rose | 7 $\frac{1}{2}$ | 1 | 9 " | 60 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|--------------------------------|------------------------|---|---------|
| | | | | | \$ cts. |
| Bunsville and Mulock..... | J. Thomas..... | 12 | 1 | 9 months..... | 75 00 |
| Burnbank and Elkhorn..... | J. H. Cavanagh..... | 8 | 2 | 9 "..... | 117 00 |
| Burnbank and Two Creeks..... | G. Allison..... | 7 ¹ / ₂ | 1 | 9 "..... | 67 50 |
| Burnside and Fox..... | S. Hadly..... | 6 ¹ / ₂ | 1 | 6 " (to Dec. 31, '06)..... | 19 50 |
| Burnside and Railway Station..... | J. R. Fox..... | 6 ¹ / ₂ | 12 | 9 "..... | 37 65 |
| Butterton and Earl Grey..... | A. C. Foster..... | 8 | 1 | 7 " and 8 days (to Feb. 8, '07)..... | 45 62 |
| do do..... | R. Stotts..... | 8 | 1 | 1 " and 20 dys. from Feb. 8, '07)..... | 12 04 |
| Cameron and Railway Station..... | W. D. Hamilton..... | 4 | 6 | 9 "..... | 33 75 |
| Camperville and Winnipegosis..... | J. B. Napakisit..... | 35 | ftly 9 | 9 "..... | 108 75 |
| Cannington Manor and Moosomin..... | H. King..... | 43 ¹ / ₂ | 1 | 9 "..... | 187 50 |
| Canora and Devil's Lake..... | R. R. Smith..... | 17 | 1 | 9 "..... | 81 12 |
| Canora and Ebenezer..... | E. Barchell..... | 19 ¹ / ₂ | 1 | 7 " (to Jan. 31, '07)..... | 106 16 |
| do do..... | do..... | 13 | 1 | 2 " from "..... | 21 66 |
| Canora and Railway Station..... | John Leitch..... | 400 yds. | 12 | 4 " (to Oct. 31, '06)..... | 125 00 |
| do do..... | do..... | 400 yds. | 12 | 1 " and 7 days (to Dec. 7, '06)..... | 31 47 |
| do do..... | do..... | 400 yds. | 14 | 24 days to Dec. 31, '06..... | 23 80 |
| do do..... | do..... | 400 yds. | 14 | 3 mos. from "..... | 66 00 |
| Canora and White Hawk (C.R.)..... | E. Barchell..... | 71 | 1 | 8 " (from Aug. 1, '06)..... | 277 33 |
| Cantal and Wauchope..... | N. Menard..... | 12 | 1 | 8 " (to Feb. 28, '07)..... | 66 66 |
| do do..... | E. Lemieux..... | 12 | 1 | 1 " from "..... | 8 34 |
| Carberry and Montrose..... | S. Shannon..... | 36 | 2 | 9 "..... | 187 50 |
| Carberry and Petrel..... | do..... | 7 ¹ / ₂ | 1 | 9 "..... | 75 00 |
| Carberry and Railway Stn. (C.N.)..... | J. Snaile..... | 500 yds. | 6 | 8 " and 21 days from July 11, '06)..... | 90 50 |
| do do (C.P.)..... | J. Whitelaw..... | 1 | 20 | 9 "..... | 312 90 |
| Cardinal and Railway Station..... | M. Allaire..... | 125 yds. | 6 & 12 | 2 " (from Feb. 1, '07)..... | 9 88 |
| Cardinale and Railway Station..... | E. Bowers..... | 1 | 12 | 9 "..... | 93 75 |
| Carlyle and Railway Station..... | E. H. Hayward..... | 150 | 12 | 9 "..... | 117 04 |
| Carman and Railway Station (C.N.)..... | R. Squires..... | 1 | 12 | 7 " and 3 days (to Feb. 3, '07)..... | 148 85 |
| do do..... | do..... | 1 | 6 | 29 days (to March 4, '07)..... | 10 08 |
| do do..... | do..... | 1 | 12 | 27 days from "..... | 18 78 |
| do do (C.P.)..... | do..... | 1 | 12 | 9 months..... | 210 60 |
| Carman and St. Daniel..... | J. M. Aymont..... | 11 | 1 | 9 "..... | 37 50 |
| Carnduff and Oakley..... | W. G. Lee..... | 11 | 1 | 9 "..... | 75 00 |
| Carnduff and Railway Station..... | J. P. Carnduff..... | 11 | 12 | 9 "..... | 120 00 |
| Carnegie and Railway Station..... | W. A. Pierson..... | 11 | 6 | 9 "..... | 46 80 |
| Carnoustie and Wapella..... | W. H. Birdsell..... | 22 | 1 | 9 "..... | 142 50 |
| Carroll and Railway Station..... | J. W. Graham..... | 11 | 12 | 9 "..... | 187 50 |
| Carroll River and Tisdale..... | W. J. Doyle..... | 26 | 1 | 1 " (from Mch 1, '07)..... | 16 66 |
| Cartwright and Railway Station..... | M. Watts..... | 1 | 12 | 9 "..... | 140 85 |
| Castleberry and Roblin..... | H. Fox..... | 13 | 1 | 9 "..... | 78 00 |
| Cateville and Hill Crest..... | C. C. Cate..... | 9 | 1 | 9 "..... | 78 00 |
| Cecil and Steep Creek..... | W. E. Summerby..... | 15 ¹ / ₂ | 1 | 3 " (to Sept. 30, '06)..... | 22 26 |
| do do..... | H. C. Mitchell..... | 15 ¹ / ₂ | 1 | 6 " from "..... | 75 00 |
| Cedar Lake and The Pas..... | Hudson's Bay Co..... | 77 | nthly 9 | 9 "..... | 112 50 |
| Cedoux and McTaggart..... | J. Nealy..... | 12 | 1 | 6 " and 19 days to Jan. 19, '07)..... | 65 25 |
| do do..... | A. Hoge..... | 12 | 1 | 1 " and 14 days (to March 23, '07)..... | 2 40 |
| do do..... | A. T. McKeague..... | 12 | 1 | 8 " from "..... | 5 00 |
| Chamberlain and Frohlich..... | G. Frohlich..... | 16 | 1 | 1 " and 5 dys. (from Feb. 23, '07)..... | 16 03 |
| Chamberlain and Railway Station..... | A. Elkerton..... | 150 yds. | 12 | 9 "..... | 37 50 |
| Chater and Railway Station..... | T. S. Smyth..... | 1 | 12 | 9 "..... | 93 60 |
| Chatfield and Hauerlik..... | J. P. Hauerlik..... | 9 | 1 | 2 " (from Feb. 1, '07)..... | 18 33 |
| Chatfield and Teulon..... | J. Espe..... | 36 | 3 | 9 "..... | 138 75 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---------------------------------------|---------------------|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Churchbridge and Railway Station. | H. E. Lewarton. | $\frac{1}{4}$ | 12 | 9 months..... | 187 80 |
| Churchbridge and Rothbury..... | R. Smith..... | 27 | 1 | 4 " (to Oct. 31, '06) | 63 81 |
| do do..... | do..... | 29 | 1 | 5 " from " | 85 68 |
| Churchbridge and Summer..... | A. J. Putland.. | 32 | 1 | 7 " (to Feb. 28, '07). | 186 66 |
| do do..... | do..... | 37 | 1 | 1 " (from ") | 33 33 |
| Clair and Railway Station..... | C. W. Heller.... | 75 yds. | 4 | 3 " (to Sept. 30, '06). | 3 75 |
| do do..... | G. M. Stephens. | 75 yds. | 4 | 6 " (from ") | 20 80 |
| Clandeboye and Dunara..... | A. McBain..... | $8\frac{1}{4}$ | 2 | 9 " | 97 50 |
| Clandeboye and Railway Station..... | do..... | 300 yds. | 3 & 6 | 9 " | 30 55 |
| Clan William and Railway Station. | R. A. McQuarrie | 200 yds. | 6 | 9 " | 70 41 |
| Clan William and Scandanavia..... | H. H. Sanderson | 13 | 1 | 9 " | 78 00 |
| Clarkleigh and Railway Station..... | J. Clark, jr. | $11\frac{1}{2}$ | 2 | 9 " | 93 00 |
| Clarks Crossing and Railway Stn. | J. Driedger..... | 100 yds. | 6 | 9 " | 35 10 |
| Clearwater and Railway Station..... | H. McKellar.... | $\frac{1}{4}$ | 12 | 9 " | 117 00 |
| Coal Fields and Roche Percee..... | H. Lees..... | 3 | 6 | 3 " (to Sept. 30, '06). | 78 00 |
| do do..... | J. Twigger..... | 3 | 6 | 2 " (to Nov. 30, '06). | 52 00 |
| Cold Springs and Mary Hill..... | J. Sigurdson.... | 8 | 2 | 9 " | 105 00 |
| Condie and Railway Station..... | N. Henderson.... | $\frac{1}{2}$ | 12 | 9 " | 84 51 |
| Cooks Creek and Winnipeg..... | M. Peebles..... | 22 | 2 | 9 " | 312 00 |
| Copley and Lyleton..... | C. J. Reid..... | $5\frac{1}{2}$ | 1 | 9 " | 58 50 |
| Cordova and Moore Park..... | J. Allan..... | $8\frac{1}{2}$ | 2 | 9 " | 118 05 |
| Cotham and Dubuc..... | H. H. Willway.. | 10 | 1 | 9 " | 60 00 |
| Coulter and Coulterville..... | F. Coulter..... | $5\frac{1}{2}$ | 2 | 9 " | 97 50 |
| Coulter and Railway Station..... | A. Gould..... | 500 ft. | 6 | 9 " | 46 65 |
| Coulter and Sourisford..... | do..... | 6 | 2 | 9 " | 112 50 |
| Coxby and Kyle..... | R. B. Atkinson.. | 7 | 1 | 9 " | 58 50 |
| Craik and Foote..... | N. Foote..... | 14 | 1 | 9 " | 93 75 |
| Craik and Hustlers..... | H. Dapper..... | 16 | 1 | 9 " | 93 75 |
| Craik and Railway Station..... | A. B. Foote..... | 100 yds. | 12 | 1 " & 14 dys.(to Aug. 14, '06)..... | 7 65 |
| do do..... | do..... | 100 yds. | 12 | 7 months and 17 days (from Aug. 14, '06)... | 68 76 |
| Craik and Squaw Valley..... | B. F. Browning.. | 7 | 1 | 9 months..... | 56 25 |
| Crandell and Penrith..... | W. Bishop..... | 9 | 1 | 9 " | 78 00 |
| Crandell and Railway Station..... | T. Hamilton..... | $\frac{1}{4}$ | 12 | 9 " | 117 36 |
| Craven and Railway Station..... | L. H. Hoskins.... | $6\frac{1}{2}$ | 6 | 9 " | 204 23 |
| Creelman and Railway Station..... | S. R. Carrothers | 100 yds. | 12 | 9 " | 117 24 |
| Crescent Lake and Saltcoats..... | H. Y. Abra..... | 33 | 1 | 9 " | 156 00 |
| Cressman and Humboldt..... | G. F. Friesen.... | 32 | 1 | 9 " | 262 86 |
| Cressman and Lanigan..... | J. E. Shellenberg | 12 | 1 | 1 " (from Mch. 1, '07) | 10 83 |
| Crozier and Fort Francis..... | F. E. Stuart..... | 6 | 1 | 1 " from " | 7 50 |
| Crystal City and Railway Station..... | G. R. Taylor.... | $\frac{1}{4}$ | 12 | 8 " (to Feb. 28, '07). | 174 72 |
| do do..... | W. H. Greenway | $\frac{1}{4}$ | 12 | 1 " from " | 21 84 |
| Culross and Railway Station..... | P. Anderson..... | $\frac{1}{2}$ | 12 | 9 " | 46 90 |
| Cupar and Loon Creek..... | W. H. Fynn..... | 9 | 1 | 9 " | 78 00 |
| Cupar and McDonald's Hills..... | J. McDonnell.... | 14 | 1 | 9 " | 97 50 |
| Cupar and Railway Station..... | J. A. McLaughlin | $\frac{1}{2}$ | 6 | 9 " | 58 50 |
| Curzon and Dundurn..... | P. A. Edquist... | 20 | 1 | 6 " and 8 days (to Jan. 8, '07) | 79 99 |
| do do..... | A. McNeil..... | 20 | 1 | 1 month and 3 days (to Feb. 11, '07)..... | 14 97 |
| do do..... | J. H. Foster..... | | | 1 month and 14 days (from Feb. 11, '07)..... | 20 53 |
| Cypress River and Railway Station. | S. F. Pierce..... | $\frac{1}{2}$ | 12 | 3 months (to Sept. 30, '06) | 24 96 |
| do do..... | G. Cole..... | $\frac{1}{2}$ | 12 | 6 " from " | 78 24 |
| Dacotah and Railway Station..... | C. Winslow..... | 250 ft. | 6 | 3 " (to Sept. 30, '06) | 10 00 |
| do do..... | do..... | $\frac{1}{2}$ | 6 | 6 " from " | 50 00 |
| Dalmeny and Railway Station..... | D. P. Janzen.... | 175 ft. | 12, 6, | 8 " (from Aug. 1, '06) | 30 40 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|---------------------|--------------------|------------------------|----------------------------------|---------|
| | | | | | 8 cts. |
| Daly and Virden | W. McKenzie .. | 10 | 1 | 9 months | 60 00 |
| Dana and Leafeld | F. Rocheleau.... | 12 | 2 | 9 " | 150 00 |
| Dana and Railway Station..... | L. Normand.... | 200 yds. | 6 | 3 " (to Sept. 30, '06) | 19 50 |
| do do | A. Pirot | 200 " | 6 | 6 " from " " | 62 60 |
| Danvers and Scandinavia | J. T. Lee | 7½ | 1 | 9 " | 30 75 |
| Darlingford and Railway Station .. | J. F. Crosby.... | 12 | 9 | " | 93 90 |
| Darlingford and Shadland | W. Hood | 8 | 2 | 3 " (to Sept. 30, '06) | 39 00 |
| do do | R. McElroy.... | 8 | 2 | 6 " from " " | 87 50 |
| Dauphin and Melton | H. L. Short | 12 | 1 | 9 " | 75 00 |
| Dauphin and Railway Station..... | T. Jordan | 34, 36, | 34, 36, | 9 " | 289 02 |
| Dauphin and Spruce Creek..... | J. A. Fisher | 9 | 1 | 9 " | 78 75 |
| Davidson and Railway Station..... | H. Barton | 70 yds. | 12 | 9 " | 45 00 |
| Davidson and River View | G. J. Thurber .. | 34 | 1 | 6 " (to Dec. 31, '06) | 169 00 |
| do do | W. C. Webster.... | 34 | 1 | 3 " from " " | 84 50 |
| Davin and McLean | X. Grad | 10 | 1 | 4 " 4 dys. (to Nov. 4, '06) | 37 96 |
| do do | M. Duesterbeck. | 10 | 1 | 4 " 26 dys. (from Nov. 4, '06) | 44 54 |
| Davis and Railway Station | J. E. Evans | 670 yds. | 6 | 1 " (from Mar. 31, '07) | 3 90 |
| Dead Moose Lake and Lenora Lake | H. Wessling.... | 12 | 1 | 9 " | 71 25 |
| DeClare and McAuley | C. H. Lewis | 5 | 2 | 9 " | 117 00 |
| Dear Horn and Lundar | T. Johnson | 7 | 1 | 5 " (from Nov. 1, '06) | 16 66 |
| Deerwood and Railway Station..... | A. McDowell.... | 1 | 3 | 9 " | 29 25 |
| Deleau and Railway Station | J. B. Abraham .. | 12 | 9 | " | 45 00 |
| Deloraine and Railway | J. Gleeson | 12 | 9 | " | 117 36 |
| Denpsey and Souris | J. Denpsey | 10 | 1 | 9 " | 67 50 |
| Dennington and Manor | G. Brack | 6 | 1 | 9 " | 45 45 |
| Dernald and D-vm | S. Shine | 6 | 2 | 9 " | 97 50 |
| Devlin and Railway Station..... | D. McRitchie .. | 400 yds. | 12 | 9 " | 110 82 |
| Dinorwic and Railway Station..... | S. H. King | 280 yds. | 12 | 9 " | 150 00 |
| Dislay and Railway Station | G. Gilmour | 140 yds. | 6 | 7 " (to Jan. 31, '07) | 17 50 |
| do do | S. Gilmour | 140 yds. | 12 | 2 " from " " | 25 00 |
| Dominion City and Railway Station | R. Taylor | 12 | 9 | " | 117 36 |
| Dominion City and Stuartburn .. | J. Khival | 48 | 2 | 9 " | 300 00 |
| Douneymy and Spring Grove | G. H. Scott | 6 | 1 | 9 " | 39 00 |
| Douglas Station and Creelford | R. Arran | 40½ | 2 | 9 " | 175 50 |
| Douglas Station and Railway Station | R. H. Arran.... | 12 | 9 | " | 85 50 |
| Douglas Station and Woodlea | J. Mitchell | 9½ | 1 | 9 " | 48 75 |
| Drinkwater and Catching Post..... | W. H. Duff | 40 yds. | 12 | 9 " | 58 50 |
| Drumague and Fil- Hills | A. Longmore.... | 7½ | 1 | 9 " | 57 00 |
| Dryden and Railway Station | I. Smith | 12 | 9 | " | 236 25 |
| Dry River and Mariapolis | W. Craik | 4 | 2 | 9 " | 66 25 |
| Dubuc and Railway Station | R. Drysdale.... | 89 yds. | 6 | 9 " | 58 68 |
| Duck Lake and Mistawasis | M. Lepine | 66½ | 2 | 9 " | 624 00 |
| Duck Lake and Railway Station..... | H. Des-pais | 12 | 9 | " | 187 60 |
| Duck Lake and St. Louis | A. Ferguson.... | 34 | 2 | 9 " | 375 00 |
| Duck Mountain and Togo | H. Boyce | 12 | 1 | 4 " (from Dec. 1, '06) | 41 66 |
| Dufresne and Railway Station..... | B. Laurin | 3 | 3 | 9 " | 58 50 |
| Dufresne and Rosewood | J. Hourie | 4 | 3 | 9 " | 106 05 |
| Dunara and Woodfield | F. Philpott | 6½ | 1 | 9 " | 56 25 |
| Dundurn and Railway Station..... | R. McCordick .. | 260 yds. | 12 | 9 " | 117 00 |
| Dunrea and Langdale | G. Lang | 5½ | 2 | 9 " | 117 00 |
| Dunrea and Railway Station | A. Dunlop | 165 yds. | 12 | 9 " | 88 60 |
| Dunrea and St. Felix | A. Parent | 34 | 2 | 9 " | 56 25 |
| Dupuis and E-tevan | P. Dupuis | 27 | 1 | 9 " | 112 50 |
| Dyment and Railway Station | J. Olberg | 1 | 7 | 9 " | 45 00 |
| Dysart and Railway Station | F. Nuttall | 50 feet. | 6 | 6 " 16 dys. (from Sept. 13, '06) | 27 17 |
| Eagle River and Railway Station.. | D. Gardiner.... | ¼ | 7 | 9 " | 56 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|---------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | 8 cts. |
| Eagleton and Sinclair Station..... | A. Lapointe.... | 13 | 2 | 9 months..... | 141 00 |
| Earl Grey and Railway Station.... | R. J. Wells.... | 70 yds. | 6 | 9 "..... | 56 25 |
| East Bay and Makinak..... | W. Coutts..... | 20 | 1 | 9 "..... | 147 75 |
| East Bay and Millon..... | J. E. McCormick | 10 | 2 | 1 " 14 dys. (from Feb. 15, '07)... | 15 62 |
| East Selkirk and Libau..... | L. Schalue..... | 15 | 1 | 7 " (to Jan. 31, '07)... | 58 33 |
| East Selkirk and Melrose..... | W. O. Harris.... | 6 | 1 | 9 "..... | 39 00 |
| Ebenezer and Springside..... | A. Schramm.... | 14 | 1 | 9 " (from Feb. 1, '07) | 30 33 |
| Edelane and Pengarth..... | W. McKillop.... | 9 | 1 | 4 " (to Oct. 31, '06)... | 34 00 |
| Eden and Glenholm..... | J. Butterfield.. | 5 | 1 | 9 "..... | 39 00 |
| Eden and Railway Station..... | M. M. Scott.... | 150 yds. | 6 | 9 "..... | 58 50 |
| Edrans and Railway Station..... | M. Watson..... | 140 yds. | 6 | 9 "..... | 58 68 |
| Edrans and Rutherford..... | D. Doubleday.. | 6 | 1 | 9 "..... | 56 25 |
| Edwin and Railway Station..... | W. Brass..... | 200 yds. | 6 | 3 " (from Jan. 1, '07) | 11 73 |
| Elgin and Railway Station..... | O. Johnston.... | $\frac{1}{2}$ | 12, 6, | 12, 6, 9 "..... | 106 62 |
| Elie and Railway Station..... | J. Bernardin.... | $\frac{1}{3}$ | 12 | 9 "..... | 93 75 |
| Elie and St. Enstache..... | F. Letourneau.. | 6 | 3 | 9 "..... | 82 50 |
| Elkhorn and Heron..... | J. H. Cavanagh.. | 25 | 1 | 9 "..... | 172 50 |
| Elkhorn and Maryfield..... | T. McIndoe..... | 16 $\frac{1}{2}$ | 1 | 9 "..... | 112 50 |
| Elkhorn and Railway Station..... | W. M. Cushing.. | 705 yds. | 34 | 9 "..... | 475 28 |
| Ellisboro and Wolsley..... | J. T. Mutrie.... | 9 | 2, 3 | 8 " (to Feb. 28, '07)... | 182 00 |
| do do..... | L. E. Tourigny.. | 9 | 3 | 1 " from "..... | 26 00 |
| Elm Creek and New Sydenham..... | J. H. Layland.. | 12 | 1 | 9 "..... | 75 00 |
| Elm Creek and Railway Station..... | T. Kennedy..... | $\frac{1}{2}$ | 12 | 9 "..... | 140 85 |
| Elm Valley and Reston..... | A. Bonniman.... | 17 | 1 | 9 "..... | 105 00 |
| Elphinstone and Railway Station.. | L. Lander..... | 300 yds. | 6 | 9 "..... | 136 49 |
| Elva and Railway Station..... | C. W. McLennan | $\frac{1}{10}$ | 12 | 9 "..... | 117 00 |
| Emerson and Halbstaedt..... | H. Loewen..... | 8 | 1 | 3 " (to Sept. 30, '06)... | 18 75 |
| do do..... | J. J. Leppy.... | 8 | 1 | 6 " from "..... | 37 50 |
| Emerson and Railway Station (C.N.) | J. H. Vanwhort. | 1 | 14 | 9 "..... | 71 31 |
| do do (C.P.)..... | do do..... | $\frac{3}{4}$ | 12 | 9 "..... | 96 15 |
| Emo and Railway Station..... | J. Reid..... | $\frac{1}{4}$ | 12 | 9 "..... | 225 00 |
| Englefeld and Railway Station..... | H. Nordick.... | 75 yds. | 6 | 2 " (from Feb. 1, '07) | 8 66 |
| Erwood and Railway Station..... | I. Clyde..... | 300 yds. | 4, 6 | 9 "..... | 77 99 |
| Esterhazy and Ohlen..... | S. Krocek..... | 14 $\frac{1}{2}$ | 1 | 2 " (to Aug. 31, '06)... | 26 66 |
| Esterhazy and Kolin..... | S. Krocek..... | 8 | 1 | 7 " (from Sept. 1, '06) | 60 66 |
| Esterhazy and Railway Station..... | V. Flook..... | 250 yds. | 6 | 9 "..... | 58 68 |
| Esterhazy and Sumner..... | G. Kubik..... | 3 $\frac{1}{2}$ | 1 | 9 "..... | 37 50 |
| Estevan and Hill Hall..... | I. H. Lackey.... | 20 | 1 | 9 "..... | 118 20 |
| Estevan and Railway Station..... | R. S. Hobbs.... | $\frac{1}{2}$ | 26 | 8 " (to Feb. 28, '07)... | 180 80 |
| do do..... | W. J. Stephens. | $\frac{1}{2}$ | 26 | 1 " from "..... | 28 50 |
| Ethelbert and Railway Station..... | G. C. Bear..... | $\frac{1}{25}$ | 6 | 3 " (to Sept. 30, '06)... | 3 75 |
| do do..... | L. Hill..... | $\frac{2}{25}$ | 6 | 6 " from "..... | 39 12 |
| Ethelton and St. Brieux..... | J. Morrow.... | 19 | 1 | 9 "..... | 111 75 |
| Etiomami and Railway Station..... | C. H. Fleming.. | 1 | 6 | 1 " (from Mch. 1, '07) | 9 75 |
| Fairfax and Railway Station..... | J. L. Hettle.... | $\frac{1}{2}$ | 12, 6, | 12, 6, 9 "..... | 111 05 |
| Fairland and Kristnes..... | J. Paulson.... | 7 | 1 | 6 " (from Oct. 1, '06) | 26 00 |
| Fairlight and Fairlight Station.... | R. J. Todd.... | 5 $\frac{1}{2}$ | 2 | 5 " (from Nov. 1, '06) | 39 47 |
| Fairmede and High View..... | J. A. Dorrance.. | 22 $\frac{1}{2}$ | 1 | 9 "..... | 190 50 |
| Fannystelle and Railway Station.. | J. E. Guilbrault. | $\frac{1}{2}$ | 12 | 9 "..... | 45 00 |
| Fenton and Railway Station..... | J. K. Rennie.... | 220 yds. | 2 | 1 " (from Mar. 1, '07)... | 4 17 |
| File Hills and Lawler..... | M. A. Klyne.... | 8 | 1 | 4 " (from Dec. 1, '06)... | 17 33 |
| Fillmore and Huronville..... | F. Wiggins.... | 13 | 1, 2, | 9 "..... | 166 40 |
| Fillmore and Railway Station..... | H. J. McDiarmid. | 1 | 12 | 9 "..... | 231 00 |
| Findlay and Railway Station..... | J. W. Mackey.. | $\frac{1}{10}$ | 12 | 9 "..... | 70 41 |
| Fisher River and Icelandic River.. | E. Sinclair..... | 50 | 1, 2, | 9 "..... | 113 25 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|---------------------------|--------------------|------------------------|--|---------|
| | | | | | 8 cts. |
| Fishing Lake and Haglof..... | P. J. Peterson.. | 16 | 1 | 1 month (from Mar. 1, '07) | 12 08 |
| Fishing Lake and Shebo..... | J. F. O'Dell.... | 32 | 1 | 6 months (to Dec. 31, '06) | 227 50 |
| do do..... | do..... | 36 | 1 | 3 " from " | 127 97 |
| Fishing Lake and Sleipner..... | M. F. Sleipner.. | 20 | 1 | " (to July 31, '06).. | 22 00 |
| do do..... | H. J. Halldorsen | 20 | 1 | 2 " (to Sep. 30, '06).. | 26 00 |
| do do..... | J. Kristjenson.. | 20 | 1 | 4 " (to Jan. 31, '07).. | 58 23 |
| Flee Island and High Bluff..... | H. W. Cox-Smith | 9 | 1 | 9 " .. | 60 00 |
| Fleming and Railway Station..... | E. Elliott..... | 770 yds. | 20 | 9 " .. | 273 75 |
| Flett Springs and Melfort..... | N. N. Anderson.. | 15 | 2 | 5 " (from Nov. 1, '06) | 108 33 |
| Fletwode and Hazelwood..... | M. McMillan.... | 9 | 1 | 9 " .. | 90 00 |
| Fletwode and Whitewood..... | J. A. Warner.... | 35½ | 2 | 3 " (to Sept. 30, '06).. | 135 00 |
| do do..... | do..... | 38 | 2 | 6 " from " | 322 00 |
| Florenta and Plumas..... | T. McKenzie.... | 4½ | 1 | 9 " .. | 39 00 |
| Foam Lake and Ladstock..... | A. E. Garnham.. | 15 | 1 | 9 " .. | 105 00 |
| Foley and Winnipeg Beach..... | J. T. Thomas.... | 13 s. 7 w. | 1 | 9 " .. | 56 25 |
| Forrest Farm and Grove Park..... | J. Johanson.... | 9 | 1 | 9 " .. | 39 00 |
| Forget and Gap View..... | R. J. Baxter.... | 9 | 1 | 8 " 23 dys. (to Mar. 23, '07).. | 78 60 |
| Forget and Handsworth..... | C. G. Wilson.... | 20 | 1 | 2 " 2 dys. (from Mar. 30, '07).. | 1 11 |
| Forget and Railway Station..... | M. Agarent.... | 85 yds. | 12 | 6 " (to Dec. 31, '06).. | 155 00 |
| do do..... | do..... | 85 yds. | 12 | 3 " from " | 58 69 |
| Fork River and Oakbrae..... | F. B. Lacey.... | 6½ | 1 | 9 " .. | 58 50 |
| Fork River and Railway Station..... | N. Little..... | ½ | 4 | 9 " .. | 39 00 |
| Forrest Station and Railway Station | C. Watkins.... | 1 2½ | 12 | 9 " .. | 70 41 |
| Fort a la Corne and Prince Albert. | A. Sutherland.. | 58 | 1 | 9 " .. | 356 25 |
| Fort a la Corne and The Pas..... | Hudson's Bay Co | 245 | 1 | 9 " .. | 330 00 |
| Fort Alexander and Lac du Bonnet | R. N. Campbell.. | 30 | 1 | 2 " (from Feb. 1, '07) | 56 00 |
| Fort Frances and Isherwood..... | J. Watson..... | 9 | 1 | 9 " .. | 67 50 |
| Fort Frances and Railway Station. | W. J. Clark.... | ½, 12, 18 | 9 | " .. | 356 71 |
| Fort Pelly and Kausack..... | E. A. W. R. McKenzie..... | 17 | 1 | 2 " (from Feb. 1, '07) | 21 66 |
| Fort Pelly and Plateau..... | M. McDonald... 34 | 1 | 1 | 1 " (to July 31, '06) | 29 47 |
| Fort Pelly and Ulric..... | do..... | 17 | 1 | 8 " (from Aug. 1, '06) | 166 66 |
| Fort William and Railway Station | | | | | |
| (C. N.)..... | G. L. Allen.... | 400 yds. | 6 | 4 " and 12 dys. (from Nov. 19, '06).. | 57 46 |
| Fort William and Railway Station | | | | | |
| (C. P.)..... | do..... | ½ | 28 | 9 " .. | 602 25 |
| Fort William and Street Letter | | | | | |
| Boxes..... | do..... | 1½ | 6 | 8 " and 26 dys. (from July 6, '06).... | 88 88 |
| Fort William West and Railway | | | | | |
| Station..... | D. S. McLean.. | ¼ | 12 | 9 " .. | 187 50 |
| Fox Warren and Railway Station. | A. Laycock.... | ¼ | 12 | 9 " .. | 149 85 |
| Fox Warren and St. Lazare..... | G. Hudon..... | 12 | 2 | 9 " .. | 156 00 |
| Framnes and Geyser..... | G. Magnussen.. | 13 | 1 | 4 " (to Oct. 31, '06).. | 26 66 |
| Francis and Railway Station..... | C. Thompson.... | 400 yds. | 12 | 9 " .. | 177 13 |
| Franklin and Glendale..... | W. F. Sirett... 10 | 2 | 9 | " .. | 117 00 |
| Franklin and Murchison..... | W. Morris.... | 33½ | 1 | 8 " (to Feb. 28, '07).. | 86 66 |
| do do..... | do..... | 33½ | 1 | 1 " from " | 13 00 |
| Franklin and Railway Station..... | A. M. Anderson.. | ¼ | 12 | 9 " .. | 75 00 |
| French and Nutana..... | D. E. French... 21 | 2 | 9 | " .. | 261 00 |
| French and Sunny Plain..... | R. C. Wilson... 7 | 1 | 9 | " .. | 45 00 |
| Frobisher and Railway Station..... | J. S. Riddell... 75 yds. | 12 | 9 | " .. | 82 40 |
| Frobisher and Roseview..... | W. H. Cole.... 26 | 2 | 9 | " .. | 275 75 |
| Fulda and Humboldt..... | M. Kalthoff.... 18 | 2 | 9 | " .. | 281 25 |
| Gainsborough and Railway Station. | R. B. Elliott... ¼ | 12 | 9 | " .. | 117 00 |
| Gainsborough and Workman..... | H. Harris.... 22 | 2 | 9 | " .. | 331 49 |
| Gardenton and Stuartburn..... | B. A. Johnson... 8½ | 1 | 9 | " .. | 56 25 |
| Garland and Railway Station..... | W. J. Curtis... ½ | 6 | 9 | " .. | 13 53 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|--------------------|------------------------|---|---------|
| Garnoch and Headlands..... | G. T. North..... | 11 | 1 | 9 months..... | 874 25 |
| Garonne and St. Isidore de Belle- vue..... | P. E. Myre..... | 3 | 1 | 9 "..... | 19 50 |
| Geysir and Vidir..... | J. Halldorsson..... | 20 | 1 | 5 " (from Nov. 1, '06) | 66 66 |
| Gilbert Plains and Glenlyon..... | R. Shaw..... | 7 | 1 | 9 "..... | 48 75 |
| Gilbert Plains and Oaknook..... | R. Shaw..... | 8½ | 1 | 2 " (to Aug. 31, '06). | 13 50 |
| Gilbert Plains and Railway Station. | T. Embleton, jr. | 280 yds. | 12, 14, 6 & 14 | 9 "..... | 158 77 |
| Gilbert Plains and Umatilla..... | W. J. McNaught..... | 14½ | 1 | 4 " (to Oct. 31, '06).. | 46 66 |
| do do..... | R. Shaw..... | 14½ | 1 | 5 " from "..... | 77 00 |
| Gilbert Plains and Venlaw..... | C. S. Heath..... | 17 | 1 | 7 " from Sept. 1, '06) | 113 75 |
| Gilbert Plains and Wilford..... | H. Atkin..... | 12 | 1 | 9 "..... | 56 25 |
| Gillies and Marcelin..... | H. Gillies..... | 6 | 2 | 9 "..... | 68 25 |
| Gilolo and St. George..... | J. Cummings..... | 59 | 1 | 7 " (to Jan. 31, '07).. | 364 00 |
| Gilolo and Selkirk..... | G. S. Dickinson..... | 6½ | 2 | 9 "..... | 136 50 |
| Gimli and Icelandic River..... | B. Anderson..... | 39 | 2 | 2 " and 17 dys. (from Jan. 15, '07).. | 156 64 |
| Gimli and Railway Station..... | G. Solmundson..... | ½ | 6 | 2 " and 5 days (to Mar. 19, '07) . | 17 77 |
| do do..... | do..... | ½ | 12 | 12 days from "..... | 6 66 |
| Girvin and Railway Station..... | T. W. Hansford..... | 200 feet. | 12 | 9 months..... | 22 50 |
| Gladstone and Railway Stations.... | W. A. Sebastian..... | ¼ | 12, 14 & 6 | 3 " (to Sept. 30, '06). | 84 12 |
| do do..... | J. Jacobs..... | ¼ | 12, 14 & 6 | 6 " from "..... | 164 25 |
| Glenboro and Railway..... | J. A. Smith..... | 1/8 | 12 | 9 "..... | 118 50 |
| Glenboro and Skalholt..... | J. J. Anderson..... | 11 | 1 | 9 "..... | 72 00 |
| Glencairn and Railway Station..... | W. Minty..... | ¼ | 4 | 9 "..... | 62 40 |
| Glendenning and Moropano..... | J. Cumming..... | 6 | 1 | 2 " (to Aug. 31, '06). | 10 00 |
| Glenella and Railway Station..... | H. W. Roy..... | 1/8 | 6 | 9 "..... | 58 50 |
| Glen Ewen and Goschen..... | T. R. Preston..... | 18 | 1 | 9 "..... | 78 75 |
| Glen Ewen and Railway Station..... | do..... | 1½ | 12 | 9 "..... | 58 68 |
| Glenforsa and Railway Station..... | J. M. M. Geekie..... | 1 | 3 | 9 "..... | 87 75 |
| Glen Mary and Neshem..... | I. Neshem..... | 5 | 1 | 9 "..... | 18 75 |
| Glen Mary and Norden..... | C. C. Larsen..... | 8 | 1 | 9 "..... | 45 00 |
| Glenora and Pilot Mound..... | J. Wardell..... | 16 | 2 | 4 " (to Oct. 31, '06).. | 86 66 |
| Glenora and Marringhurst..... | V. L. Cooper..... | 6 | 2 | 5 " (from Nov. 1, '06) | 41 66 |
| Glenora and Railway Station..... | G. Fraser..... | ½ | 6 | 5 " from "..... | 39 12 |
| Glensmith and Kelwood..... | T. J. Hall..... | 2 | 2 | 9 " and extra trips.. | 74 25 |
| Glen Valley and Pense..... | C. Rogan..... | 24½ | 2 | 9 "..... | 307 50 |
| Glenwell and Grenfell..... | A. G. Bell..... | 25 | 1 | 4 " (from Dec. 1, '06) | 25 00 |
| Goldbourn Valley and Tisdale..... | J. Durber..... | 9 | 1 | 8 " and 16 days (to Mar. 16, '07).. | 64 46 |
| Gold Rock and Wabigoon..... | J. Smith..... | 25 | 2 | 5 " (from Nov. 1, '06) | 140 00 |
| Golden Stream and Railway Stn.... | D. Gibson..... | 2 | 2 | 9 "..... | 57 75 |
| Gonor and Lockport..... | W. Swain..... | 1¼ | 2 | 9 "..... | 37 50 |
| Goodlands and Lennox..... | H. C. Manz..... | 3¼ | 2 | 1 month and 15 days (to Aug. 15, '06). | 9 75 |
| Goodlands and Montefiore..... | W. G. Cooper..... | 4½ | 2 | 9 months..... | 91 75 |
| Goodlands and Railway Station..... | do..... | 2½ | 6 | 9 "..... | 50 00 |
| Goose Lake and Weyburn..... | H. Davidson..... | 29 | 1 | 9 "..... | 187 50 |
| Gordon and Sancte Andrea..... | D. Macdonald..... | 6 | 1 | 6 " (to Dec. 31, '06). | 26 00 |
| do do..... | R. McEachen..... | 6 | 1 | 3 " from "..... | 13 00 |
| Gowland Lake and Rokeby Stn.... | T. G. Hyde..... | 5 | 1 | 9 "..... | 39 00 |
| Grand Clairiere and Railway Stn.... | N. Filteau..... | ½ | 6 | 9 "..... | 55 53 |
| Grand Coulee and Catching Post.... | A. D. Wright..... | ¼ | 12 | 9 "..... | 74 72 |
| Grande Pointe and Isle des Chenes | J. Rowan..... | 8 | 2 | 9 "..... | 72 00 |
| Grande Pointe and Railway Stn.... | do..... | 340 yds. | 12 | 9 "..... | 52 50 |
| Grand Rapids and Winnipegosis.... | M. S. Simpson..... | 120 | 4 | trips..... | 80 00 |
| Grand View and Mountain Gap..... | T. F. Stubbs..... | 18½ | 1 | 9 months..... | 105 00 |
| Grand View and Railway Station.. | A. Hume..... | 125 yds. | 42 | 9 "..... | 90 44 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|------------------------|--------------------|------------------------|-------------------------------|---------|
| | | | | | 8 cts. |
| Grass River and Plumas. | E. Hankie | 12 | 1 | 9 months | 67 50 |
| Gray and Milestone. | J. N. Beattie | 15 | 1 | 9 " | 198 75 |
| Grayson and Mariahilt. | D. Flezel | 8 | 1 | 9 " | 58 50 |
| Grayson and Railway Station | A. J. W. Lowe. | 500 yds. | 6 | 9 " | 46 95 |
| Graysville and Lintrathen. | J. Menzies | 4 | 2 | 9 " | 71 25 |
| Graysville and Railway Station. | J. D. Dewar | 75 yds. | 6 | 9 " | 67 50 |
| Green Lake and Mistawasis. | D. M. Morin | 124 | 6 | 9 mthly | 225 00 |
| Greenland and Ste. Anne des Chenes | P. Penner | 5½ | 2 | 9 " | 78 00 |
| Greenway and Railway Station. | P. A. McBean | 120 yds. | 12, 18, | | |
| | | | 12 | 9 " | 86 12 |
| Grenfell and Railway Station | H. Coy | ½ | 27 | 9 " | 283 50 |
| Gretna and Railway Station. | H. Purpur | ½ | 14 | 9 " | 98 28 |
| Gretna and Reinland. | J. Quiring | 17 | 2 | 9 " | 161 25 |
| Griswold and Railway Station. | A. E. Hill | 1 | 20 | 9 " | 201 90 |
| Griswold and Roden | J. Laing | 28½ | 2 | 9 " | 356 25 |
| Gruber and Railway Station. | H. Girtle | 50 yds. | 4 | 9 " | 31 00 |
| Grunthal and Steinbach. | G. A. St. John. | 20½ | 2 | 9 " | 225 00 |
| Gunton and Railway Station | D. Gunn | 350 yds. | 12 | 9 " | 60 00 |
| Gypsumville and Scotch Bay | W. Workman | 103 | 1, 2 | 9 " | 360 00 |
| Hague and Railway Station. | K. D. Dyck | ¼ | 14 | 9 " | 82 14 |
| Halbrite and Catching Post | F. Litschke | 150 yds. | 14 | 9 " | 136 50 |
| Hamiota and Railway Station. | N. Bethune | ½ | 12 | 9 " | 234 00 |
| Hamiota and Viola Dale | J. T. Pollock | 7 | 3 | 9 " | 187 50 |
| Hamona and Tantallon. | A. McMillan | 9 | 1 | 9 " | 74 10 |
| Hanley and Railway Station. | F. Hazel | 150 yds. | 12 | 9 " | 78 00 |
| Hauley and Rudy | J. M. Eby | 26 | 1 | 9 " | 187 50 |
| Harding and Railway Station | J. A. Reid | 60 yds. | 6 | 9 " | 58 50 |
| Hargrave and Railway Station. | H. Cutfield | ½ | 18 | 9 " | 140 85 |
| Hackness and Peacock | J. Chapman | 11 | 1 | 1 " (from Mar. 1, '07) | 8 75 |
| Harperville and Woodlands. | A. M. Millar | 20 | 1 | 9 " | 93 75 |
| Harrowby and Railway Station | S. Blane | 165 yds. | 6 | 9 " | 58 68 |
| Hartney and Railway Stn. (C.N.) | J. M. Fee | 33 | 12, 6 | 9 " | 177 71 |
| do do (C.P.) | do | 17 | 12 | 9 " | 98 58 |
| Hawk Lake and Railway Station. | B. J. Hodgins | 4 | 12, 2 | " 20 dys. (to Sept. 20, '06). | 5 36 |
| Haywood and Railway Station. | R. Raulin | 200 yds. | 12, 3 | " (from Jan. 1, '07). | 23 47 |
| Hazel Cliffe and Railway Station | Rawson and McLaughlin. | 300 ft. | 6 | 9 " | 58 68 |
| Hazel Ridge and Supton. | A. J. Peterson. | 5 | 1 | 9 " | 58 50 |
| Headingly and Railway Station | J. L. Francis. | 17 | 12 | 9 " | 70 41 |
| Hecla and Icelandic River. | H. Asbjornsson. | 24 | 1 | 5 " (to Nov. 30, '06). | 54 16 |
| do do | E. O. Bjornson. | 24 | 1 | 4 " from " | 70 00 |
| Heward and Hudmore | D. Kirk | 8 | 1 | 9 " | 45 00 |
| Heward and Railway Station | N. P. Crich. | 300 yds. | 12 | 9 " | 157 50 |
| Heward and Roxboro | W. P. Thompson | 13 | 1 | 7 " (from Sept. 1, '06) | 72 91 |
| High Bluff and Railway Station. | HW. Cox Smith. | 1½ | 12 | 9 " | 67 74 |
| Highclere and Strasburg Station. | A. J. Burrows. | 32 | 1 | 3 " (to Sept. 30, '06). | 91 25 |
| do do | do | 32 | 1 | 6 " from " | 208 56 |
| Hillburn and Moosomin. | W. B. C. Greene | 20, 25 | 2 | 9 " | 242 08 |
| Hilldrop and Shell Brook | W. A. Benson | 7 | 1 | 5 " (from Nov. 1, '06) | 21 66 |
| Hill Farm and Lemberg | T. Clarke | 8 | 2 | 9 " | 112 50 |
| Hilton and Railway Station | J. Brydon | 1 | 12 | 9 " | 75 12 |
| Hirsch and Railway Station. | M. Berner | 1 | 4 | 3 " (to Sept. 30, '06). | 25 00 |
| do do | B. Lapp | 1 | 4 | 6 " from " | 20 80 |
| Hirzel and Pheasant Forks | S. Good | 20 | 1 | 2 " (to Aug. 31, '06). | 25 00 |
| do do | G. Czuchrun | 20 | 1 | 7 " from " | 102 08 |
| Hitchcock and Catching Post. | N. Dupuis | 125 yds. | 7 | 8 " (to Feb. 28, '07). | 17 49 |
| do do | D. Duchesneau. | 125 yds. | 6 | 1 " from " | 5 83 |
| Holland and Railway Station | J. J. Pearson. | 1 | 12 | 6 " (to Dec. 31, '06). | 100 02 |
| do do | G. Smart | 1 | 12 | 3 " from " | 58 63 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|---------------------|--------------------|------------------------|---------------------------------------|---------|
| | | | | | \$ cts. |
| Holmfild and Ry. Station (C.N.) | J. McKenzle... | $\frac{1}{4}$ | 12 | 5 mos. (from Nov. 1, '06) | 52 16 |
| Holmfild and Ry. Station (C.P.) | F. J. Messner... | $\frac{1}{4}$ | 12 | 9 " " " " " " " " | 117 36 |
| Homewood and Railway Station | W. Brown... | 126 yds. | 6 | 9 " " " " " " " " | 46 80 |
| Hoodoo and Leofeld | B. Olivier... | 12 | 1 | 1 " " " " " " " " | 75 00 |
| Howell and Railway Station | L. A. Lafreniere | $\frac{1}{2}$ | 6 | 9 " " " " " " " " | 54 72 |
| Humboldt and Railway Station | J. W. Louis... | 400 yds. | as req. | 9 " " " " " " " " | 132 42 |
| Husavick and Winnipeg Beach | T. B. Arason... | 5 | 2 | 2 " " (& 17 days (from Jan. 15, '07)) | 29 97 |
| Hyde Park and Roseisle | E. Griffith... | 6 | 1 | 9 " " " " " " " " | 58 50 |
| Hyder and Minga | W. J. Moore... | 8 | 2 | 9 " " " " " " " " | 150 00 |
| Hymers and O'Connor | R. A. Winslow | 5 | 2 | 9 " " " " " " " " | 90 00 |
| Hymers and Railway Station | G. E. Hymers... | 50 yds. | 2 | 3 " " (and 22 days (to Oct. 22, '06)) | 8 05 |
| do do | do do | 50 yds. | 4 | 5 " " and 9 days (from Oct. 22, '06) | 22 89 |
| Hymers and South Gillies | M. Couch... | 5 | 1 | 9 " " " " " " " " | 30 00 |
| Icelandic River and Norway House | D. C. McTavish | 300 | to'tly. | Season 1906-'07 | 400 00 |
| Icelandic River and Winnipeg Beach | B. Anderson... | 51 | 2 | 6 months 14 days (to June 14, '07) | 549 23 |
| Ideals and Radway | A. C. Jeffrey... | 8 | 1 | 6 " " (to Dec. 31, '06) | 22 00 |
| Ideal and St. Laurent | J. Ennis... | 13 | 1 | 3 " " (from Jan 1, '07) | 16 25 |
| Ignace and Railway Station | J. Davies... | $\frac{1}{2}$ | 12 | 9 " " " " " " " " | 60 00 |
| Indian Ford and Rathwell | A. Sturton... | $\frac{1}{2}$ | 2 | 9 " " " " " " " " | 93 75 |
| Indian Head and Railway Station | A. Leach... | $\frac{1}{2}$ | 27 | 9 " " " " " " " " | 397 74 |
| Indian Springs and Ry. Station | J. Toutant... | 25 yds. | 6 | 9 " " " " " " " " | 27 00 |
| Ingleside and Willow Range | W. J. Williams | 7 | 1 | 9 " " " " " " " " | 35 00 |
| Ingolf and Catching Post | R.M. Macdonald | $\frac{1}{2}$ | 12 | 9 " " " " " " " " | 45 00 |
| Insinger and Railway Station | J. Prouse... | 1 $\frac{1}{2}$ | 2 | 2 " " 9 days to Sept. 9, '06) | 10 03 |
| do do | W. Palij... | 1 $\frac{1}{2}$ | 2 | 8 " " 21 days (from Sept. 9, '06) | 28 97 |
| Invermay and Railway Station | O. Turner... | 100 yds. | 6 | 8 " " 17 days (to Mar. 17, '07) | 77 88 |
| do do | do do | 100 yds. | 12 | 14 " " days (from Mar. 17, '07) | 8 52 |
| Invermay and Sluggett | C. Sluggett... | 25 | 1 | 9 " " " " " " " " | 225 00 |
| Janon and Whitemouth | J. Gilewicz... | 9 | 1 | 3 " " (to Dec. 31, '06) | 22 75 |
| do do | do do | 9 | 1 | 3 " " from " " " " | 20 22 |
| Kakabeka and Catching Post | M. Hennessey... | $\frac{1}{2}$ | 6 | 7 " " 23 days (to Feb. 23, '07) | 35 75 |
| do do | do do | $\frac{1}{2}$ | 7 | 1 " " 5 days (from Feb. 23, '07) | 6 41 |
| Kakabeka Falls and Railway Stn. | J. Mount Stephen | 350 ft. | 6. | 12 6 " " (from Oct. 1, '06) | 39 12 |
| Kaleida and Manito | N. Morrison... | 12 | 2 | 9 " " " " " " " " | 156 00 |
| Kalmar and Catching Post | J. M. Lynch... | 150 yds. | 14 | 1 " " (from Mar. 1, '07) | 5 00 |
| Kaministikwia and Catching Post | G. J. Ellett... | $\frac{1}{2}$ | 12 | 21 days (from Mar. 11, '07) | 9 12 |
| Kamsack and Muloek | J. Thomas... | 15 | 1 | 2 mos. (from Feb. 1, '07) | 26 00 |
| Kamsack and Neewin | J. C. Murray... | 37 | 1 | 9 months | 305 55 |
| Kamsack and Railway Station | H. Harvey... | 400 ft. | as req. | 9 " " " " " " " " | 145 90 |
| Katrine and Railway Station | M. McLachlan | 200 yds. | 6. | 12 1 " " (from Mar. 1, '07) | 3 94 |
| Kawende and Kelvin | C. Moxham... | 6 | 1 | 14 days (to July 14, '06) | 1 90 |
| Kawende and Railway Station | D. A. Moore... | 202 yds. | as req. | 9 months | 62 53 |
| Keewatin and Railway Station | J. A. Fletcher... | $\frac{1}{4}$ | 28 | 9 " " " " " " " " | 448 95 |
| Kelroe and Railway Station | J. T. Cairns... | $\frac{1}{4}$ | 12 | 9 " " " " " " " " | 117 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | 8 cts. |
| Kelvington and Wadena..... | J. Heffern..... | 26 | 1 | 7 mos. (from Sept. 1, '06) | 160 41 |
| Kelwood and Norgate..... | J. McKenzie.... | 8 | 1 | 9 " " " " " " " " | 39 00 |
| Kelwood and Railway Station..... | J. Wood..... | 100 yds. | 6 | 9 " " " " " " " " | 35 10 |
| Kemnay and Railway Station..... | E. B. Scott..... | 12 | 9 | " " " " " " " " | 122 40 |
| Kenaston and Railway Station..... | T. C. Haygarth.. | 183 yds. | 12 | 9 " " " " " " " " | 0 75 |
| Kenlis and Sinaluta..... | E. Jones..... | 15 | 2 | 9 " " " " " " " " | 183 75 |
| Kenora and Railway Station..... | L. Hilliard..... | 1/4 | 28 | 9 " " " " " " " " | 360 00 |
| Kenton and Logoch..... | S. Fisk..... | 11 | 11,7&1 | 7 " (to Jan. 31, '07). | 68 25 |
| do do..... | G. B. Brown..... | 11 | 1 | 2 " from " " " " " " | 19 50 |
| Kenton and Railway Station..... | A. W. Kent..... | 194 yds. | 6 | 9 " " " " " " " " | 58 68 |
| Keyes and Berton..... | J. A. McIntyre.. | 23 | 3 | 9 " " " " " " " " | 225 00 |
| Keyes and Railway Station..... | J. A. Christilaw. | 1/2 | 12 | 9 " " " " " " " " | 117 36 |
| Killally and Railway Station..... | J. Fesser..... | 400 yds. | 6 | 9 " " " " " " " " | 52 50 |
| Killarney and Glendimming..... | A. Young..... | 33 | 2 | 9 " " " " " " " " | 146 25 |
| Killarney and Railway Station..... | C. Bate..... | 1/2 | 12 | 9 " " " " " " " " | 117 36 |
| Killarney and Wakopa..... | A. Hannah..... | 33 | 2 | 4 " 14 days (to Nov. 14, '06)..... | 100 51 |
| Kingsley and Larivière..... | R. Henderson..... | 6 | 2 | 9 " " " " " " " " | 135 00 |
| Kinistino and Railway Station..... | C. S. Lawrie.... | 1/4 | 6 | 5 " (from Nov. 1, '06) | 42 95 |
| Kinistino and Weldon..... | T. Pringle..... | 7 | 2 | 5 " from " " " " " " | 66 66 |
| Kinisota and Siglunes..... | J. S. Eyford..... | 9 | 1 | 9 " " " " " " " " | 48 75 |
| Kinisota and Westbourne..... | H. Moar..... | 72 | 1 | 1 " (to July 31, '06). | 34 66 |
| do do..... | W. Sanderson... | 72 | 1 | 3 " (to Oct. 31, '06).. | 109 99 |
| do do..... | do..... | 78 | 1 | 5 " from " " " " " " | 198 60 |
| Kirkella and Railway Station..... | J. Neilly..... | 252 yds. | 34 | 3 " (to Sept. 30, '06). | 97 05 |
| do do..... | do..... | 252 yds. | 34 | 4 " 10 days (to Feb. 10, '07) | 82 45 |
| do do..... | do..... | 252 yds. | 14 | 1 " 18 dys (from Feb. 10, '07) | 38 88 |
| Kirkpatrick and Prince Albert..... | J. Tanner..... | 22 | 2 | 6 " (to Dec. 31, '06.. | 125 00 |
| do do..... | T. Scott..... | 22 | 2 | 3 " from " " " " " " | 51 66 |
| Kisbey and Railway Station..... | W. M. Sellar..... | 200 yds. | 12 | 3 " (to Sept. 30, '06.. | 31 20 |
| do do..... | J. L. MacLeod.. | 200 yds. | 12 | 6 " from " " " " " " | 46 94 |
| Kisbey and Warnley..... | A. S. Porter..... | 12 | 1 | 2 " (to Aug. 31, '06). | 8 66 |
| do do..... | do..... | 12 | 1 | 7 " from " " " " " " | 75 83 |
| Konarno and Teulon..... | W. C. McKinnell | 8 1/2 | 1 | 1 " 14 days (from Feb. 15, '07).. | 13 00 |
| Kristnes and Quill Plain..... | J. F. Leifson.... | 8 | 1 | 9 " " " " " " " " | 60 00 |
| Kronan and Railway Station..... | H. Entenier..... | 300 yds. | 6 | 9 " " " " " " " " | 137 63 |
| Kronan and St. Marys..... | M. Ehma..... | 5 | 2 | 9 " " " " " " " " | 75 00 |
| Kuroki and Railway Station..... | T. J. E. Oats.... | 200 yds. | 6 | 3 " (to Sept. 30, '06 . | 19 50 |
| do do..... | do..... | 200 yds. | 6 | 6 " from do " " " " " | 78 24 |
| Kutawa and Progress..... | H. Shannon..... | 30 | 1 | 4 " (from Dec. 1, '06) | 50 60 |
| Kutawa and Wolfshelm..... | J. Muller..... | 18 | 1 | 9 " " " " " " " " | 108 75 |
| La Broquerie and Railway Station..... | E. Savard..... | 1/4 | 6 | 9 " " " " " " " " | 70 71 |
| Lac du Bonnet and Railway Station..... | J. D. McArthur.. | 1/2 | 6 | 9 " " " " " " " " | 23 46 |
| Lajord and Railway Station..... | I. O. Berg..... | 80 yds. | 4 | 4 " 15 days (to Nov. 15, '06).. | 19 50 |
| do do..... | do..... | 80 yds. | 12 | 4 " 15 days (from Nov. 15, '06.. | 58 68 |
| Lake Francis and Railway Station..... | A. Tarn..... | 5 | 2 | 9 " " " " " " " " | 156 00 |
| Lake Park and Langham..... | J. F. Reimer.... | 9 | 1 | 8 " 14 days (to Mar. 14, '07).. | 73 09 |
| do do..... | A. P. Dickman.. | 12 | 1 | 17 days (from Mar. 14, '07) | 5 90 |
| Landestrew and Langenburg..... | T. H. Popp..... | 15 | 1 | 9 months..... | 48 75 |
| Lang and Railway Station..... | S. C. Wright.... | 270 yds. | 14 | 9 " " " " " " " " | 105 00 |
| Langenburg and Railway Station..... | F. J. Shopland.. | 12 | 9 | " " " " " " " " | 112 50 |
| Larivière and Railway Station..... | T. Dunlop..... | 18 | 9 | " " " " " " " " | 126 36 |
| La Salle and Railway Station..... | J. A. Cormier... | 9 | 12 | 9 " " " " " " " " | 45 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|------------------------------|------------------------|----------------------------------|---------|
| Lander and Railway Station..... | G. E. Moore..... | $\frac{1}{2}$ | 12 | 9 months..... | 164 31 |
| Laurier and Railway Station.... | P. Trottier..... | $\frac{1}{4}$ | 12 6 | 9 "..... | 142 41 |
| La Vallee and Railway Station.... | T. Martin..... | 160 yds. | 12 3 | " (to Sept. 30, '06). | 15 00 |
| do do..... | G. McTavish..... | 160 yds. | 12 2 | " (to Nov. 30, '06) | 18 20 |
| do do..... | do..... | 160 yds. | 12 4 | " from "..... | 41 73 |
| Lavenham and Railway Station.... | W. Perkins..... | 80 yds. | 6 9 | "..... | 35 10 |
| Lavina and Orwold..... | A. W. Lief..... | $5\frac{1}{2}$ | 1 9 | "..... | 56 25 |
| Lebret and Qu'Appelle..... | A. Bouffard..... | $4\frac{1}{2}$ | 6 9 | "..... | 105 30 |
| Lemberg and Pheasant Forks..... | G. Bettker..... | 7 | 2 8 | " and 7 days (to March 7, '07). | 102 50 |
| do do..... | J. A. Argue..... | 7 | 2 24 | days (from Mch. 7, '07) | 10 00 |
| Lemberg and Railway Station.... | G. M. Gillespie..... | 100 yds. | 6 9 | months..... | 117 36 |
| Lena and Railway Station..... | A. B. Langenfeld..... | 30 yds. | 6 5 | " (from Nov. 1, '06) | 32 60 |
| L-nore and Railway Station..... | S. S. Carscadden..... | 165 yds. | 6 9 | "..... | 58 68 |
| Letellier and Railway Station.... | A. Guilbert..... | $\frac{1}{2}$ | 12 9 | "..... | 142 50 |
| Letellier, St. Joseph and St. Pie... | J. A. Poliquin..... | $3\frac{1}{2}, 4\frac{1}{2}$ | 2 9 | "..... | 147 14 |
| Lidstone and Minitonas..... | T. W. Lidstone..... | 9 | 1 4 | " (to Oct. 31, '06) | 41 66 |
| do do..... | J. Jamieson..... | 9 | 1 5 | " from "..... | 40 83 |
| Lillyfield and Winnipeg..... | T. Riggall..... | $14\frac{1}{2}$ | 1 9 | "..... | 67 50 |
| Lipton and Pechet..... | S. Pechet..... | 10 | 1 9 | "..... | 93 75 |
| Lipton and Qu'Appelle..... | F. Brinkworth..... | 12 | 1 9 | "..... | 37 50 |
| Lipton and Railway Station..... | J. Atkinson..... | 300 yds. | 6 9 | "..... | 52 50 |
| Loch Monar and Stonewall..... | P. Harper..... | 36 | 1 9 | "..... | 185 25 |
| Lone Tree and Rossburn..... | R. Carson..... | $7\frac{1}{2}$ | 2 9 | "..... | 94 38 |
| Longburn and MacDonald..... | A. Curtis..... | $5\frac{1}{2}$ | 2 9 | "..... | 63 00 |
| Long Creek and Milestone..... | Grant Cassidy..... | 17 | 1 1 | " (to July 31, '06). | 14 73 |
| Loon Creek and Wheatwyn..... | T. Bradwell..... | 63 | 1 8 | " (to Feb. 28, '07) | 60 00 |
| Loretto and Railway Station..... | A. Marcoux..... | $3\frac{3}{4}$ | 3 9 | "..... | 150 00 |
| Lost River and Star City..... | C. G. Bonnar..... | 35 | 1 7 | days from Mar. 26, '07 | 3 03 |
| Lothair and Wheatland..... | J. A. Dyer..... | $5\frac{1}{2}$ | 2 9 | months..... | 37 50 |
| Louise Bridge and Winnipeg..... | J. H. McGrath..... | $1\frac{1}{2}$ | 6 9 | "..... | 58 50 |
| Lowe Farm and Railway Station.... | J. Wiens, jr..... | $\frac{1}{2}$ | 12 6 | " (to Dec. 31, '06) | 50 00 |
| do do..... | do..... | $\frac{1}{2}$ | 6 3 | " from "..... | 12 50 |
| Lower Fort Garry and Oak Ham- mock..... | C. Johnstone..... | 9 | 1 9 | "..... | 30 00 |
| Lower Fort Garry and Pigeon Bluff | J. Linklater..... | $6\frac{1}{2}$ | 1 9 | "..... | 21 00 |
| Lumsden and Marieton..... | J. Mair..... | $30\frac{1}{2}$ | 1 5 | " (from Nov. 1, '06) | 136 66 |
| Lumsden and Railway Station.... | do..... | $\frac{1}{2}$ | 12 9 | "..... | 117 30 |
| Lumsden and Taylorboro..... | W. Seeley..... | $70\frac{1}{2}$ | 1 4 | " (to Oct. 31, '06.) | 240 66 |
| Lumsden and Tregarva..... | W. R. Jamieson..... | 8 | 1 9 | "..... | 58 50 |
| Lyleton and Railway Station..... | R. Murray..... | $\frac{1}{2}$ | 6 9 | "..... | 58 50 |
| McAulay and Railway Station.... | R. A. Miller..... | 100 yds. | 6 9 | "..... | 63 75 |
| McCreary and Railway Station.... | A. J. Ledoux..... | $\frac{1}{2}$ | 12 7 | " & 3 dys. (to Feb. 3, '07)..... | 130 23 |
| do do..... | do..... | $\frac{1}{2}$ | 6 1 | " & 14 d. (to Mar. 17, '07)..... | 12 77 |
| do do..... | do..... | $\frac{1}{2}$ | 12 14 | day from "..... | 8 52 |
| McKenzie and Snow Flake..... | C. Strachan..... | 6 | 2 6 | months (to Dec. 31, '06) | 50 00 |
| do do..... | do..... | 6 | 2 3 | " from "..... | 39 00 |
| McLean and Railway Station.... | T. Seelin..... | $\frac{1}{2}$ | 20 9 | "..... | 195 00 |
| McTaggart and Catching Post..... | R. E. Foisie..... | 200 yds. | 7 9 | " & arrears..... | 131 68 |
| McTavish and Railway Station.... | W. Beattie..... | 200 yds. | 12 21 | days (from Mar. 11, '07) | 3 06 |
| McTavish and Rosenort..... | I. Harms..... | $4\frac{1}{2}$ | 2 21 | " from "..... | 5 25 |
| MacDonald and Railway Station.. | do..... | $\frac{1}{2}$ | 12 9 | months..... | 63 00 |
| MacDowall and Railway Station.... | E. McK. Ellis..... | 200 yds. | 12 9 | "..... | 117 36 |
| MacDowall and Willoughby..... | A. McLeod..... | 2 | 1 1 | " (to July 31, '06). | 6 50 |
| do do..... | N. McLeod..... | 4 | 1 8 | " from "..... | 69 33 |
| Macfarlane and Taylorboro..... | J. W. Rowand..... | 25 | 1 1 | " (to July 31, '06). | 18 75 |
| do do..... | D. Kempton..... | 25 | 1 5 | " (to Dec. 31, '06). | 125 00 |
| do do..... | do..... | 38 | 1 3 | " from "..... | 111 53 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|---------------------|--------------------|------------------------|--|---------|
| MacGregor and Railway Station | G. Hay | 1/4 | 26 | 9 months | 253 50 |
| MacGregor and Rose Hill | E. C. Hamblin | 10 | 1 | 9 " | 75 00 |
| Macoun and Catching Post | E. Rollins | 320 yds. | 12 | 9 " | 70 41 |
| Macoun and Slager | R. C. Riddell | 50 | 1 | 9 " | 300 00 |
| Macoun and Viewfield | A. McAulay | 15 | 1 | 9 " | 78 00 |
| Makaroff and Railway Station | D. Sinclair | 200 yds. | 4 | 14 days (to July 14, '06 & arrears) | 12 13 |
| do do | J. G. Sinclair | 200 yds. | 4 | 6 months & 17 days (to Jan. 31, '07 & arrears) | 77 59 |
| do do | do | 200 yds. | 4 | 2 " from " | 21 00 |
| Makaroff and Shillingthorpe | G. H. E. Mapleton | 15 | 1 | 2 " (to Aug. 31, '06) | 18 33 |
| do do | do | 18 | 1 | 7 " from " | 195 00 |
| Makinak and Railway Station | B. W. Grant | 1/2 | 12 | 3 " (to Sept. 30, '06) | 30 00 |
| do do | E. Pinette | 1/2 | 12 | 2 " & 7 dys. (to Dec. 7, '06) | 22 17 |
| do do | do | 1/2 | 14 | 1 " & 27 dys. (to Feb. 3, '07) | 22 35 |
| do do | do | 1/2 | 6 | 1 " & 12 d. (to Mar. 17, '07) | 7 00 |
| do do | do | 1/2 | 14 | 14 days from " | 5 44 |
| Makinak and St. Amelie, &c. | L. Kimps | 16 & 10 | 2 & 1 | 9 " | 258 50 |
| Mandal and Ridgeford | R. Thomas | 13 | 1 | 6 " | 75 00 |
| do do | T. N. Bjomdahl | 13 | 1 | 3 trips | 12 00 |
| Mandal and Taylorboro | H. Johnson | 41 | 1 | 8 " | 96 00 |
| do do | J. Dahl | 41 | 1 | 2 " | 24 60 |
| Manitou and Railway Station | J. G. Harman | 1/4 | 12 | 9 months | 117 00 |
| Manor and Moosomin | W. B. C. Green | 53 1/2 | 1 | 9 " | 318 75 |
| Manor and Railway Station | E. N. Maltby | 80 yds. | 12 | 9 " | 60 24 |
| Manson and Railway Station | P. F. Robin | 300 yds. | 4 | 2 " (from Feb. 1, '07) | 10 00 |
| Maravilla and Nesbitt | I. B. Donaldson | 9 | 1 | 9 " | 75 00 |
| Marchand and Railway Station | E. F. Carter | 1/2 | 6 | 4 " (from Dec. 1, '06) | 6 66 |
| Margaret and Railway Station | John Magwood | 1/2 | 12 | 7 " & 3 dys. (to Feb. 3, '07) | 62 01 |
| do do | do | 1/2 | 6 | 1 " (to Mar. 4, '07) | 4 20 |
| do do | do | 1/2 | 12 | 27 days from " | 7 82 |
| Margo and Railway Station | E. M. Bigelow | 1/2 | 6 | 3 months (to Dec. 31, '06) | 19 50 |
| do do | M. M. Culp | 1/2 | 6 | 6 " from " | 78 24 |
| Mariapolis and Railway Station | C. Landry | 1/2 | 12 | 7 " & 3 dys. (to Feb. 3, '07) | 145 08 |
| do do | do | 1/2 | 6 | 1 " (to Mar. 4, '07) | 9 83 |
| do do | do | 1/2 | 12 | 14 days from " | 18 31 |
| Mariapolis and St. Alphonse | T. Chapdelaine | 5 1/2 | 2 | 9 months | 78 00 |
| Markinch and Railway Station | G. Meldrum | 1/2 | 6 | 6 " (from Oct. 1, '06) | 39 12 |
| Markinch and Wheatwyn | T. Bradwell | 7 | 1 | 1 " (from Mar. 1, '07) | 7 50 |
| Markland and St. Adelard | B. S. Lindal | 14 | 1 | 9 " | 52 50 |
| Marney and Strathclair Station | W. D. Coghlin | 7 | 2 | 9 " | 78 00 |
| Marquette and Railway Station | H. O. Smith | 1/2 | 12 | 9 " | 73 50 |
| Marshland and Woodside | G. Johnson | 10 | 1 | 6 " (to Dec. 31, '06) | 35 00 |
| do do | S. B. Olson | 10 | 1 | 3 " from " | 26 00 |
| Mather and Railway Station | H. A. McKinnon | 1 1/2 | 12 | 5 " & 8 dys. (to Dec. 8, '06) | 60 14 |
| do do | E. Schell | 1 1/2 | 12 | 3 " & 23 dys. from " | 43 04 |
| Mayne and Westwood | H. White | 5 | 1 | 7 " & 16 dys. (from Aug. 15, '06) | 37 66 |
| Meadow Lea and Warren | J. Macdonald | 12 | 2 | 9 " | 131 25 |
| Meadows and Railway Station | W. Clark | 300 yds. | 6 | 9 " | 18 75 |
| Meadowvale and Plympton | E. Hayward | 4 | 2 | 9 " | 53 01 |
| Medora Station and Railway Station | J. Dandy | 1/2 | 6 | 9 " | 45 00 |
| Milbourne and Railway Station | A. H. Graham | 1/2 | 2 | 9 " | 39 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|---------------------------------------|----------|
| | | | | | 8 cts. |
| Melfort and Prince Albert | W. McDonald.. | 99 | 2 | 4 mos. (to Oct. 31, '06) | 500 00 |
| Melfort and Railway Station..... | A. E. Wild..... | 200 yds. | 6 | 9 " " " " " " | 140 40 |
| Melfort and South Melfort..... | R. B. Harley... | 11 | 2 | 9 " " " " " " | 187 50 |
| Melita and Railway Station..... | R. Cruikshank.. | 12 | 3 | " " (to Dec. 31, '06) | 37 50 |
| do do | do | 12 | 3 | " " from " " " " | 37 50 |
| Menofield and Verigin..... | J. Boreko..... | 6 | 1 | 9 " " " " " " | 56 25 |
| Mentieth and Railway Station..... | J. Abrey..... | 1 | 6 | 9 " " " " " " | 93 90 |
| Methven and Railway Station..... | A. Zeigler..... | 1/2 | 12 | 9 " " " " " " | 93 60 |
| Methven and Wawanesa | S. Avison..... | 4 | 3 | 2 " (to Aug. 31, '06) | 20 80 |
| Miami and Opawaka | Ida Angers..... | 7 | 1 | 9 " " " " " " | 63 75 |
| Miami and Railway Station..... | R. Paterson..... | 233 yds. | 12 | 6 " (to Dec. 31, '06) | 78 00 |
| do do | do | 233 yds. | 6 | 3 " from " " " " | 19 50 |
| Midale and Catching Post..... | O. Wedin..... | 50 yds. | 14 | 3 " (to Sept. 30, '06) | 6 25 |
| do do | A. Westman.... | 150 yds. | 14 | 6 " from " " " " | 60 00 |
| Milestone and Railway Station... | C. O. Carlson... | 75 yds. | 14 | 9 " " " " " " " | 136 86 |
| Mill Creek and Willow Range..... | T. Irvine..... | 5 1/2 | 1 | 9 " " " " " " " | 39 00 |
| Millwood and Railway Station..... | E. Walker..... | 1/4 | 12 | 9 " " " " " " " | 150 24 |
| Mine Centre Station and Railway Station..... | L. Hamel..... | 100 feet. | 6 | 6 " (to Dec. 31, '06) | 39 00 |
| do do | P. Flynn..... | 100 feet. | 6 | 3 " from " " " " | 25 00 |
| Miniota and Railway Station..... | D. Rowan..... | 200 yds. | 12 | 9 " " " " " " " | 187 80 |
| Mimtonas and Railway Station..... | Pocock & Gibson | 1/2 | 6 | 6 " (to Dec. 31, '06) | 117 75 |
| do do | W. S. Osborne.. | 1/2 | 6 | 3 " from " " " " | 46 95 |
| Minnedosa and Railway Station... | H. J. Armitage.. | 1/10 | 18 | 9 " " " " " " " | 176 07 |
| Minniwakan and Oak Point..... | P. Chartrand.. | 17 | 2 | 9 " " " " " " " | 180 00 |
| Minniwakan and Rabbit Point..... | C. E. Bault..... | 4 | 2 | 9 " " " " " " " | 48 75 |
| Minniwakan and Scotch Bay..... | T. Malcolm..... | 16 1/2 | 2 | 9 " " " " " " " | 175 50 |
| Minnitaki and Catching Point..... | C. S. Hewson.... | 1/4 | 3 | 9 " " " " " " " | 45 00 |
| Minto and Railway Station..... | A. Scott..... | 80 yds. | 12 | 7 " and 3 days (to Feb. 3, '07) | 74 42 |
| do do | do | 80 yds. | 6 | 1 " and 1 d. (to Mar. 4, '07) | 5 04 |
| do do | do | 80 yds. | 12 | 27 days (from Mar. 4, '07) | 9 39 |
| Mistawasis and Nebo..... | J. M. Cameron.. | 11 | 1 | 9 mos. " " " " " " | 55 50 |
| Moffat and Stonybrook..... | M. Livingston.. | 30 | 1 | 7 " (to Jan. 31, '07) | 182 00 |
| do do | J. Hawkins..... | 30 | 1 | 2 " from " " " " | 60 66 |
| Moffat and Wolseley..... | J. T. Mutrie.... | 21 | 2 | 9 " " " " " " " | 195 00 |
| Moline and Rapid City..... | D. Dick..... | 8 | 1 | 9 " " " " " " " | 58 50 |
| Molson and Railway Station..... | B. F. Hinchliffe | 1/10 | 18 | 9 " (from Feb. 1, '07) | 77 13 |
| Monominto and Rosewood..... | F. Back..... | 7 | 1 | 2 " " " " " " " | 13 00 |
| Montmartre and Wolseley..... | O. Beaudouin.. | 21 | 1 | 9 " " " " " " " | 86 61 |
| Moosomin and Railway Station..... | G. Sims..... | 1/3 | 20 | 9 " " " " " " " | 273 75 |
| Moosomin and Rosette..... | R. Irwin..... | 19 | 2 | 9 " " " " " " " | 187 50 |
| Morden and Nelson..... | John Duncan... | 10 1/2 | 2 | 9 " " " " " " " | 112 50 |
| Morden and Railway Station..... | J. Wright..... | 1/2 | 12 | 9 " " " " " " " | 117 00 |
| Morden and Wakeham..... | R. C. Baylis.... | 16 | 2 | 9 " " " " " " " | 180 00 |
| Morris and Railway Stations..... | M. Lawrie..... | 1/4 & 1/2 | 36 & 38 | 6 " (to Dec. 31, '06) | 421 20 |
| do do | do | 1/4 & 1/2 | 30 & 18 | 3 " from " " " " | 187 20 |
| Morris and St. Elizabeth..... | H. Fontaine.... | 8 | 3 | 6 " from Oct. 1, '06 | 92 50 |
| Mountain Side and Strasburg Station..... | T. L. Richardson | 7 1/2 | 1 | 9 " " " " " " " | 75 00 |
| Mount Royal and Winnipeg..... | J. J. Taylor.... | 10 1/2 | 2 | 9 " " " " " " " | 75 09 |
| Mowbray and Railway Station..... | W. W. Mitchell.. | 160 yds. | 6 | 9 " " " " " " " | 84 36 |
| Mowbray and Windygates..... | W. W. Mitchell.. | 7 1/2 | 2 | 9 months " " " " " " | 112 50 |
| Muenster and Railway Station..... | A. Nenzel..... | 850 yds. | 6 | 4 " (to Oct. 31, '06) | 52 00 |
| do do | R. Jarvis..... | 850 yds. | 6 | 1 " and 21 days (to Dec. 21, '06) | 21 61 |
| do do | do | 850 yds. | 12 | 10 days (to Dec. 31, '06) | 5 43 |
| do do | H. Bruning..... | 850 yds. | 12 | 1 month and 3 days (to Feb. 3, '07) | 18 88 |
| do do | do | 850 yds. | 6 | 1 month and 14 days (to Mch. 17, '07) | 11 6 1/2 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|--------------------|------------------------|--|---------|
| | | | | | \$ cts. |
| Muenster and Railway Station..... | H. Bruning..... | 850 yds. | 12 | 14 days (from Mch. 17, '07.) | 7 77 |
| Muenster and Sinnett..... | W. Roekie..... | 29 | 1 | 1 trip..... | 4 28 |
| Mulock and Yorkton..... | J. Thomas..... | 32 | 1 | 7 months (to Jan. 31, '07.) | 182 00 |
| Murillo and Railway Station..... | J. W. McArthur..... | | 12 | 6 " (to Dec. 31, '06). | 89 30 |
| do do..... | do..... | | 12 | 3 " from "..... | 62 50 |
| Murray Park and Railway Station..... | J. Bunting..... | | 6 | 9 "..... | 37 50 |
| Myrtle and Railway Station..... | P. H. Harrison..... | 225 yds. | 6 | 6 " (to Dec. 31, '06). | 82 50 |
| do do..... | do..... | 225 yds. | 6 | 3 " from "..... | 20 62 |
| Napinka and Railway Station..... | A. E. Slater..... | 3 | 18 | 9 "..... | 140 40 |
| Neelin and Railway Station..... | J. Graham..... | 100 yds. | 6 | 5 " (from Nov. 1, '06) | 32 60 |
| Nee-pawa and Railway Station..... | H. R. Rutledge..... | | 12 | 9 "..... | 234 75 |
| Nee-pawa and Railway Station (C.P.)..... | J. Howatt..... | | 12 | 9 "..... | 187 50 |
| Nesbitt and Railway Station..... | G. B. Barager..... | | 12 | 9 "..... | 117 36 |
| Net of Lakes and Wadena..... | F. Donnell..... | 9 | 1 | 2 " (to Aug. 31, '06). | 17 33 |
| Nettly Lake and Railway Station..... | J. McDonald..... | 2 | 2 | 9 "..... | 78 00 |
| Neudorf and Pearl Lake..... | F. Pinder..... | 16 | 1 | 9 "..... | 159 00 |
| Neudorf and Railway Station..... | D. Kuss..... | 250 yds. | 6 | 9 "..... | 46 95 |
| Neudorf and Tیره..... | do..... | 17 | 2 | 9 "..... | 234 00 |
| Newdale and Railway Station..... | A. R. Fanning..... | 1 | 12 | 9 "..... | 117 36 |
| New Finland and Whitewood..... | F. Kennedy..... | 21 1/4 | 1 | 9 " and arrears..... | 148 61 |
| New Hastings and Welwyn Station..... | J. Byers..... | 2 | 2 | 4 " (to Oct. 31, '06).. | 55 33 |
| New Holstein and Sedley..... | R. Koch..... | 1 | 1 | 9 "..... | 60 00 |
| New Warren and Rouleau..... | H. A. Hastings..... | 15 | 1 | 7 " (to Jan. 31, '07). | 86 33 |
| do do..... | do..... | 15 | 2 | 2 " from "..... | 37 50 |
| Ninette and Railway Station..... | J. Overend..... | 200 yds. | 12 | 7 " and 3 days (to Feb. 3, '07)..... | 85 57 |
| do do..... | do..... | 200 yds. | 6 | 1 month (to Mch. 4, '07). | 5 79 |
| do do..... | do..... | 200 yds. | 12 | 27 days (from Mch. 4, '07) | 10 79 |
| Ninga and Railway Station..... | G. Robinson..... | | 12 | 9 months..... | 119 99 |
| Niverville and Railway Station..... | A. P. Penner..... | | 12 | 9 "..... | 150 00 |
| Nolalu and Railway Station..... | A. Bishop..... | 20 yds. | 2 | 3 " and 22 days (to Oct. 22, '06)..... | 3 86 |
| do do..... | do..... | 20 yds. | 4 | 5 months and 9 days (from Oct. 22, '06)..... | 11 00 |
| Norman and Railway Station..... | J. O. Dulmage..... | 25 yds. | 12 | 9 months..... | 234 00 |
| North Portal and Railway Station..... | W. H. Dorsey..... | 1 1/2 | 14 | 9 "..... | 72 26 |
| Norwood Grove and Winnipeg..... | E. Gregoire..... | 1 1/2 | 6 | 9 "..... | 46 50 |
| Notre Dame de Lourdes and Rathwell..... | F. Chapman..... | 8 | 2 | 9 "..... | 90 00 |
| Nutana and Saskatoon..... | Holmes & Benson..... | 1 | 12 | 3 " (to Sept. 30, '06). | 50 00 |
| do do..... | do..... | 1 | 12 | 5 " (to Feb. 28, '07). | 130 00 |
| do do..... | do..... | 1 | 12 | 1 " from "..... | 33 33 |
| Oak Bank and Pine Ridge..... | A. Schmidt..... | 6 | 1 | 9 "..... | 37 50 |
| Oak Bluff and Railway Station..... | G. P. Wastle..... | 23 1/2 | 2 | 9 "..... | 42 90 |
| Oakburn and Railway Station..... | T. H. Halliday..... | 320 yds. | 6 | 9 "..... | 58 68 |
| Oak Lake and Railway Station..... | R. L. Hood..... | 1 1/2 | 20 | 9 "..... | 188 01 |
| Oakland and Portage la Prairie..... | J. and E. Brown..... | 12 | 2 | 9 "..... | 195 00 |
| Oak Nook and Venlaw..... | W. Walker..... | 9 | 1 | 2 " (to Aug. 31, '06). | 12 00 |
| Oak Point and Railway Station..... | A. Pritchard..... | 200 yds. | 6 | 8 " 30 d. (from July 2, '06)..... | 44 83 |
| Oak River and Railway Station..... | J. Little..... | 1 3/8 | 12 | 9 months..... | 180 00 |
| Oak River and Totonka..... | F. C. Sparling..... | 10 | 1 | 9 "..... | 74 25 |
| Oberon and Railway Station..... | C. E. McGuire..... | 100 ft. | 6 | 9 "..... | 43 86 |
| Ochre River and Railway Station..... | W. A. Oliver..... | | 12 | 6 9 "..... | 129 30 |
| Ogilvie Station and Railway Station..... | E. P. Parker..... | | 6 | 9 "..... | 39 00 |
| Ohlen and Stockholm..... | G. Persson..... | 9 | 2 | 3 " (to Nov. 30, '06). | 37 50 |
| Olive and Treherne..... | R. McQuay..... | 9 1/2 | 2 | 9 "..... | 117 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------------------|--------------------|------------------------|---|---------|
| | | | | | \$ cts. |
| Omega and Prince Albert | Sturgeon Lum- ber Co. | 31 | 1 | 7 dys. (from Mar. 25, '07) | 3 03 |
| Orcadia and Railway Station..... | F. R. Knight... | $\frac{1}{4}$ | 4 | 9 months..... | 37 50 |
| Osage and Railway Station..... | J. R. Standen... | 100 yds. | 6, 12 | 9 " | 157 73 |
| Osler and Railway Station..... | J. S. Grant..... | | 12 | 9 " | 81 90 |
| Otterbourne and Railway Station.. | J. Rongean.... | | 12 | 9 " | 117 00 |
| Otterbourne and St. Pierre..... | J. Cadotte..... | 6 | 12 | 3 " (to Sept. 30, '06). | 57 50 |
| do do | E. Jerome..... | 6 | 12 | 6 " from | 125 00 |
| Otto and Seamo | J. E. Westdal.. | 8 | 1 | 8 " (to Feb. 28, '07). | 40 00 |
| do do | do | 8 | 2 | 1 " from | 10 00 |
| Otthon and Yorkton | M. Litvanyi.... | 17 | 1 | 4 " (to Oct. 31, '06). | 26 66 |
| Oxbow and Railway Station..... | T. Decker..... | 350 yds. | 12 | 9 " | 140 85 |
| Oxdrift and Railway Station..... | A. Beatty..... | $\frac{1}{8}$ | 6 | 9 " | 67 50 |
| Parkside and Wingard..... | W. Hamilton... | 22 | 1 | 9 " | 150 00 |
| Pasewgin and Railway Station..... | W. Gillanders.. | 160 ft. | 6 | 3 " (to Sept. 30, '06). | 8 75 |
| do do | do | 160 ft. | 6 | 6 " from | 31 30 |
| Pendennis and Railway Station..... | C. Fox..... | 200 yds. | 6 | 9 " | 58 50 |
| Pengarth and Strasburg Station... | A. Johnson.... | 11 | 1 | 5 " (from Nov. 1, '06) | 65 00 |
| Pennock and Saltcoats | W. Anderson.... | 9 | 1 | 4 " (to Dec. 31, '06). | 21 66 |
| do do | J. Thorleifson.. | 10 $\frac{1}{2}$ | 1 | 10 dys. (to Jan. 10, '07).. | 2 40 |
| do do | J. Bolton..... | 10 $\frac{1}{2}$ | 1 | 2 m, 20 dys. (from Jan. 12, '07) | 27 43 |
| Pense and Railway Station | S. Marling..... | $\frac{1}{2}$ | 14 | 2 mos. (to Aug. 31, '06). | 16 70 |
| do do | P. F. Weiss..... | $\frac{1}{2}$ | 14 | 7 " from | 106 44 |
| Pense and Stony Beach | S. Marling..... | 17 | 2 | 4 " 18 dys. (to Nov. 18, '06) | 94 06 |
| do do | P. F. Weiss.... | 17 | 2 | 4 mos. 12 dys. (from Nov. 18, '06) | 110 05 |
| Percival and Catching Post..... | D. McKenzie... | 55 yds. | 6 | 9 " | 58 68 |
| Petrofka and Waldheim..... | J. E. Veer..... | 12 m. | 1 | 1 " (from Mar. 1, '07) | 9 58 |
| Pettapiece and Railway Station..... | F. W. Giles.... | 200 ft. | 12 | 9 " | 75 00 |
| Pierson and Railway Station | G. A. Bremner.. | $\frac{1}{2}$ | 12 | 9 " | 82 14 |
| Pigeon Lake and Railway Station.. | F. Pattenaude.. | 9 $\frac{1}{2}$ | 3 | 9 " | 117 00 |
| Pilot Butte and Railway Station... | B. Holden..... | 100 yds. | 13 | 9 " | 81 24 |
| Pilot Monnd and Railway Station.. | J. B. Baird.... | $\frac{1}{2}$ | 12 | 9 " | 150 00 |
| Pine River Station and Ry. Station | M. McLean.... | 100 yds. | 2 | 1 " 7 dys. (to Aug. 7, '06) | 1 03 |
| do do | do | 100 yds. | 6 | 7 " 24 dys. from | 12 93 |
| Pine Valley and Vassar..... | P. Palmason... | 7 | 2 | 9 " | 70 20 |
| Pinewood and Railway Station..... | H. Proctor..... | $\frac{1}{4}$ | 12 | 9 " | 117 36 |
| Pinto and Railway Station | F. H. Dagg and R. Robertson.. | 50 yds. | 14 | 9 " | 0 75 |
| Pipestone and Railway Station..... | Stewart Bros.. | $\frac{1}{2}$ | 12 | 9 " | 117 00 |
| Pipestone and Shilson..... | do | 10 | 1 | 3 " (to Sept. 30, '06). | 21 00 |
| do do | R. B. Paul..... | 10 | 1 | 6 " from | 42 00 |
| Plainview and Willow Brook..... | D. E. Strevell.. | 12 | 2 | 6 " (to Dec. 31, '06) | 67 50 |
| do do | J. Pekar..... | 12 | 2 | 3 " from | 33 75 |
| Plateau and White Hawk..... | L. Simair..... | 14 | 1 | 1 " (to July 31, '06). | 12 08 |
| Plumas and Railway Station | W. D. Lamb.... | $\frac{1}{2}$ | as req. | 9 " | 110 56 |
| Plum Coulee and Railway Station.. | J. A. Mactavish | $\frac{1}{2}$ | 12 | 9 " | 112 50 |
| Pomeroy and Roland..... | F. Sutton..... | 5 | 1 | 9 " | 41 25 |
| Poplar Point and Railway Station.. | M. H. Ritchie.. | $\frac{1}{2}$ | 12 | 9 " | 138 75 |
| Poplar Point and St. Ambroise.... | M. R. Gowler... | 17 $\frac{1}{2}$ | 2 | 9 " | 187 50 |
| Portage la Prairie and Railway Stations (C. N. and C. P.)..... | W. F. Smith.... | $\frac{1}{2}$ | as req. | 3 " (to Sept. 30, '06). | 160 90 |
| do do | W. Leslie..... | $\frac{1}{2}$ | as req. | 2 " (to Nov. 30, '06). | 139 09 |
| do do | R. Rennie.... | $\frac{1}{2}$ | as req. | 4 " from | 386 12 |
| Portage la Prairie and Street Letter Boxes..... | E. Ridler..... | 4 $\frac{1}{2}$ | 20 | 9 " | 273 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|--------------------|------------------------|---------------------------------|---------|
| Port Arthur and Railway Station (C. N.) | R. Milne | $\frac{1}{4}$ | as req. | 9 months | 198 52 |
| Port Arthur and Railway Station (C. P.) | A. McFadden | $\frac{1}{4}$ | 28 | 9 " | 569 40 |
| Prairie Grove and Railway Station | R. Dunlop | $4\frac{1}{2}$ | 2 | 9 " | 117 00 |
| Prairie Rose and Watson | I. J. White | 26 | 1 | 3 " (to Sept. 30, '06) | 73 75 |
| do do | J. C. Guittard | 26 | 1 | 6 " from " | 147 50 |
| Prince Albert and Puckahn | S. Pritchard | 32 | 2 | 3 " (to Jan. 31, '07) | 123 75 |
| do do | B. Brewster | 32 | 2 | 2 " from " | 100 00 |
| Prince Albert and Railway Station (C. N.) | R. Stanley | $\frac{3}{4}$ | 6 | 5 " (from Nov. 1, '06) | 97 80 |
| Prince Albert and Railway Station (C. P.) | S. Hillier | $\frac{1}{2}$ | 12 | 9 " | 405 00 |
| Prince Albert and Shell Brook | J. Cadieu | 30 | 2 | 9 " | 375 00 |
| Prince Albert and Street Letter Boxes | W. McDonald | 7 | 22 | 7 " 10 dys. (from Aug. 22, '06) | 347 54 |
| Princess and Waskada | M. H. Hotham | 6 | 2 | 9 " | 78 00 |
| Purvis and Railway Station | A. Hyslop | 200 ft. | 6 | 9 " | 28 11 |
| Qu'Appelle and South Qu'Appelle | Creamer Bros | 18 | 6 | 9 " | 330 00 |
| Qu'Appelle and Wishart | H. & J. Shannon | $76\frac{1}{4}$ | 1 | 2 " (to Aug. 31, '06) | 86 66 |
| do do | do | $76\frac{1}{4}$ | 2 | 7 " from " | 522 08 |
| Queen's Valley and Winnipeg | W. H. Hemmings | $39\frac{3}{4}$ | 2 | 9 " | 485 46 |
| Quill Lake and Railway Station | A. K. Thom | 160 yds. | 6 | 5 " 3 dys. (to Dec. 3, '06) | 66 13 |
| do do | R. Bannatyne | 160 yds. | 12 | 6 3 " 28 dys. from " | 67 02 |
| Rainy River and Railway Station | E. M. Reid | $\frac{1}{4}$ | 12 | 9 " | 234 75 |
| Rainy River and Rapid River | O. J. Hunter | 8 | 1 | 2 " (to Aug. 31, '06) | 21 66 |
| Ranchvale and Rossburn | W. Strong | $7\frac{1}{4}$ | 2 | 9 " | 112 50 |
| Rapid City and Railway Station | J. B. M. Dumoon | $\frac{1}{4}$ | 18 | 9 " | 175 50 |
| Rapid River and Sleeman | A. J. Hunter | 2 | 1 | 7 " (from Sep. 1, '06) | 40 83 |
| Rathwell and Railway Station | T. C. Forbes | $\frac{1}{4}$ | 12 | 9 " | 112 86 |
| Reaburn and Railway Station | M. E. Main | $\frac{1}{4}$ | 12 | 9 " | 117 00 |
| Red Jacket and Railway Station | J. C. Buck | $\frac{1}{4}$ | 7 | 3 " (to Sept. 30, '06) | 23 33 |
| do do | J. M. Mackinnon | $\frac{1}{4}$ | 7 | 6 " from " | 46 66 |
| Redpath and Tantallon | A. McMillan | 13 | 1 | 9 " | 107 25 |
| Redvers and Railway Station | R. Ferguson | 100 yds. | 12 | 6 " | 79 56 |
| Redvers and Rose Plain | E. Dymond | 16 | 1 | 9 " | 108 75 |
| Redvers and St. Antoine | M. Bertrand | 10 | 1 | 9 " | 78 00 |
| Regina and Fairy Hill | G. Mollard | $62\frac{1}{2}$ | 1 | 2 " (to Aug. 31, '06) | 78 00 |
| do do | A. E. E. Graham | $62\frac{1}{2}$ | 1 | 7 " from " | 291 66 |
| Regina and Railway Station | W. Russell | $\frac{3}{4}$ | 58 | 9 " | 975 48 |
| Regina and Street Letter Boxes | do | $\frac{3}{4}$ | 6 | 9 " | 175 50 |
| do do | G. E. Symonds | $\frac{3}{4}$ | 1 | 5 " (to Nov. 30, '06) | 16 50 |
| do do | C. J. Chubb | $\frac{3}{4}$ | 1 | 3 " 8 dys. (to Mar. 8, '07) | 10 50 |
| do do | H. Lane | $\frac{3}{4}$ | 1 | 23 dys. from " | 3 00 |
| Regina and Wascana | W. Howland | 12 | 1 | 3 mos. (to Sept. 30, '06) | 25 75 |
| do do | J. Purcell | 12 | 1 | 1 " (to Oct. 31, '06) | 12 00 |
| do do | do | $16\frac{1}{2}$ | 1 | 5 " from " | 75 00 |
| Rennie and Catching Post | L. W. Hart | 300 yds. | 12 | 6 " (to Dec. 31, '06) | 21 06 |
| do do | do | 300 yds. | 12 | 3 " from " | 25 00 |
| Rainn and Yorkton | A. Weimmeister | 20 | 1 | 2 " (from Feb. 1, '07) | 34 66 |
| Reston and Railway Station | W. H. McDougall | $\frac{1}{2}$ | 12 | 12 dys. (to July 12, '06) | 3 27 |
| do do | do | $\frac{1}{2}$ | 12 | 8 mos. 19 dys. from " | 196 49 |
| Richer and Ste. Anne des Chenes | J. Hupé | 7 | 2 | 9 " | 60 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|----------------------------|--------------------|------------------------|--|---------|
| | | | | | 8 cts. |
| St. Jean and Railway Station..... | E. Comeault..... | 1 | 12 | 9 mos. | 67 50 |
| St. Laurent and Railway Station... | A. G. Hepworth | 6 1/2 | 4 | 1 day (to July 2, '06) ... | 0 23 |
| do do | do | 6 1/2 | 6 | 8 months 30 days (from July 2, '06)... | 95 60 |
| St. Leon and Somerset | P. Payette..... | 7 | 2 | 9 " " | 73 50 |
| St. Malo and Railway Station..... | J. Gladu..... | 6 1/2 | 6 | 6 " (to Dec. 31, '06)... | 108 32 |
| do do | do | 6 1/2 | 6 | 3 " from " | 97 81 |
| St. Norbert and Railway Station... | O. Pirson..... | 12 | 3 | " (to Sept. 30, '06)... | 15 00 |
| do do | do | 12 | 6 | 6 " from " | 60 00 |
| St. Owens and Catching Post | H. A. Gibson.. | 14 | 9 | " " | 75 00 |
| St. Vital and Winnipeg..... | J. Nisbet..... | 5 1/2 | 2 | 9 " | 45 00 |
| Saltcoats and Railway Station..... | E. Bolton..... | 12 | 9 | " | 202 92 |
| Saltcoats and Stornoway | P. Dures..... | 19 | 1 | 9 " | 95 25 |
| Sandilands and Railway Station... | P. W. Reimer.. | 160 yds. | 6 | 9 " | 22 50 |
| Sandford and Railway Station..... | D. M. McFee.. | 186 ft. | 6 & 12 | 9 " | 20 92 |
| Sapton and Tyndall..... | A. J. Peterson.. | 6 1/2 | 1 | 3 " (to Sept. 30, '06) | 13 00 |
| do do | do | 6 1/2 | 1 | 6 " from " | 39 00 |
| Saskatoon and Railway Station..... | A. Bowerman.. | 1 1/2 | 12 | 9 " | 234 75 |
| Saskatoon and Street Letter Boxes | M. Isbister.. | 1 1/2 | 12 | 1 " 16 dys. (to Sept. 30, '06) | 59 96 |
| do do | J. Vance..... | 12 | 6 | " from " | 150 00 |
| Savame and Railway Station..... | W. J. Mitchell.. | 12 | 9 | " | 117 36 |
| Saxon Hill and Yorkton | L. Saxon..... | 23 | 1 | 5 " (from Nov. 1, '06) | 62 50 |
| Seamo and Vestfold | A. M. Freeman.. | 7 | 1 | 9 " | 34 50 |
| Sedley and Railway Station..... | C. F. Becker.. | 300 yds. | 12 | 9 " | 180 00 |
| Selkirk and East Selkirk Station... | Millidge Bros. | 2 1/2 | 28 | 9 " | 492 75 |
| Selkirk and Railway Station..... | " | 2 1/2 | 6 | 9 " | 61 27 |
| Selkirk and Winnipeg..... | C. S. Dickinson. | 25 1/2 | 6 | 9 " | 975 00 |
| Sewell and Railway Station..... | J. McLean..... | 12 | 9 | " | 45 00 |
| Shanawan and Railway Station.... | W. Ramsden .. | 100 yds. | 12 | 8 " 3 dys. (to Mar. 3, '07) | 10 08 |
| do do | H. B. Yarwood. | 100 yds. | 12 | 28 days from " | 1 17 |
| Sheho and Railway Station..... | J. T. Enright.. | 275 yds. | 4 | 9 months | 39 00 |
| Shenston and Stratton Station..... | J. Potter..... | 7 1/2 | 2 | 9 " | 75 74 |
| Shipley and Starbuck | A. Lesperance.. | 7 | 1 | 9 " | 52 50 |
| Shoal Lake and Railway Station.... | C. S. Castell.... | 1 1/2 | 12 | 9 " | 129 09 |
| Sidney and Railway Station..... | T. Babb..... | 1 1/2 | 12 | 9 " | 94 47 |
| Sifton and Railway Station..... | Jones and Wood. | 1 1/4 | 6 | 9 " | 28 11 |
| Silver Mountain and Railway Stn. | W. W. Willson.. | 200 yds. | 2 | 9 " | 11 89 |
| Silver Plains and Railway Station.. | W. Elliott..... | 1 1/2 | 6 | 3 " (to Sept. 30, '06) | 7 50 |
| do do | do | 1 1/2 | 6 | 6 " from " | 31 30 |
| Sinclair Station and Railway Stn. | J. Milton..... | 1 1/2 | 12 | 9 " | 117 36 |
| Sinclair Station and Sproule..... | W. D. Wilson.. | 13 | 1 | 9 " | 82 50 |
| Sintahuta and Railway Station.... | D. J. Dutton.... | 27 | 9 | " | 294 84 |
| Slate River Valley and Railway Stn. | A. W. Trewin.. | 4 1/2 | 2 | 9 " | 98 25 |
| Sleeman and Railway Station..... | G. Sleeman..... | 50 yds. | 12 | 9 " | 46 95 |
| Sleipner and Wadena..... | J. O. Magnusson | 24 | 1 | 2 " (from Feb. 1, '07) | 37 50 |
| Snow Flake and Railway Station .. | E. Shilson..... | 125 yds. | 6 | 9 " | 46 95 |
| Solsgrith and Railway Station..... | J. C. Anderson.. | 12 | 9 | " | 90 33 |
| Somerset and Railway Station..... | R. W. McMorran | as req. | 9 | " | 141 96 |
| Souris and Railway Station..... | J. F. Moore..... | 36 | 9 | " | 372 06 |
| South Qu'Appelle and Railway Stn. | W. L. Wait..... | 420 yds. | 27 | 9 " | 312 54 |
| Southey and Railway Station..... | J. Ermel..... | 6 | 9 | " | 58 50 |
| Spalding and Watson..... | J. C. Guittard.. | 21 | 1 | 4 " (from Dec. 1, '06) | 89 33 |
| Sperling and Railway Station..... | J. Smith..... | 50 yds. | 12 | 3 " (to Sept. 30, '06) | 23 40 |
| do do | W. H. Milli- champ..... | 50 yds. | 12 & 6 | 6 " from " | 43 03 |
| Sprague and Railway Station | J. W. Caldwell.. | 800 ft. | 12 | 9 " | 45 00 |
| Springside and Railway Station.... | F. H. Willis.... | 500 yds. | 4 | 9 " | 46 80 |
| Springside and White Sand..... | M. E. Harper.. | 8 | 1 | 7 " (to Jan. 31, '07) | 35 00 |
| Spy Hill and Tantaloon..... | A. R. Miller.... | 15 | 2 | 9 " | 146 93 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|-----------------------------|--------------------|------------------------|----------------------------|---------|
| Stanley and Railway Station. | G. Steen. | 50 yds. | 8 | 9 months | 90 00 |
| Starbuck and Railway Station. | G. E. Duchêne. | 4 | 12 | 9 " | 81 90 |
| Star City and Railway Station. | W. Starkey. | 20 yds. | 6 | 9 " | 117 00 |
| Starleigh and Stornoway | M. Matheson. | 9 | 1 | 9 " | 48 75 |
| Steinbach and Railway Station | K. R. Toews. | 8 1/2 | 6 | 9 " | 276 12 |
| Stephenfield and Railway Station. | D. B. Campbell. | 50 yds. | 4 | 9 " | 37 50 |
| Stockholm and Railway Station. | M. Kenney. | 300 yds. | 6 | 9 " | 58 68 |
| Stockholm Station and Railway Stn. | N. Fallis | | 12 | 9 " | 75 12 |
| Stonewall and Railway Station. | J. Hall. | | 24 & 18 | 9 " | 172 77 |
| Stonewall and Wavy Bank | A. Waterer. | 9 1/2 | 2 | 9 " | 104 25 |
| Stony Mountain and Railway Stn. | J. Gunn | 1 1/2 | 18 | 9 " | 292 50 |
| Stoughton and Railway Station. | Feitham and Cornell. | 450 yds. | 12 | 3 " (to Sept. 30, '06) | 78 25 |
| do do | W. F. Carefoot. | 450 yds. | 12 | 6 " from " | 78 00 |
| Strassburg and Railway Station | Schwandt Bros. & Mansfield. | 1 | 6 | 9 " | 84 50 |
| Strassburg and Taylorboro. | Schwandt Bros. & Mansfield. | 36 | 1 | 5 " (from Nov. 1, '06) | 205 82 |
| Strathclair Station and Ry. Stn. | A. McLean. | | 12 | 9 " | 142 50 |
| Stratton Station and Railway Stn. | J. J. Oster. | 500 yds. | 12 | 9 " | 187 79 |
| Summerberry and Railway Station. | W. Linnell. | | 20 | 9 " | 192 93 |
| Swan Lake and Railway Station. | J. S. Rice. | | 12, | 6 9 " | 96 82 |
| Swan River and Railway Station | H. Harley. | | 6 | 9 " | 149 49 |
| Swan River and Thunder Hill. | R. Lyons. | 18 | 1 | 9 " | 150 00 |
| Tache Station and Railway Station. | C. E. Kelly. | 1/2 | 12 | 3 " (to Sept. 30, '06) | 6 25 |
| do do | J. E. Palmer. | 1/2 | 12 | 6 " from " | 29 16 |
| Tantallon and Railway Station | F. R. Shortreed. | 1/2 | 6 | 9 " | 58 68 |
| Tenby and Railway Station. | T. J. Hare. | 100 yds. | 12 | 9 " | 69 15 |
| Teulon and Pleasant Home | R. Martin. | 17 | 1 | 6 " (to Dec. 31, '06) | 65 00 |
| do do | do | 5 | 1 | 3 " from " | 29 25 |
| Teulon and Railway Station. | M. A. Martin. | 1 1/2 | 12 | 9 " | 93 90 |
| The Landing and Westbourne. | C. Packman. | 2 1/2 | 6 | 9 " | 175 50 |
| Theodore and Railway Station. | A. C. Tracey. | 300 yds. | 4 | 9 " | 39 00 |
| Thornhill and Railway Station. | J. Peverell. | 1/2 | 12 | 9 " | 79 20 |
| Tiny and Railway Station. | C. R. Myers. | 600 ft. | 6 | 7 " (from Sept. 1, '06) | 28 00 |
| Tisdale and Railway Station. | J. W. Markle. | 300 yds. | 6 | 9 " | 105 30 |
| Tisdale and Willow Hill. | E. Bray. | 16 1/2 | 1 | 9 days (from Mar. 23, '07) | 4 87 |
| Togo and Railway Station. | G. Painter. | 200 yds. | as req. | 9 months | 99 72 |
| Treesbank and Railway Station | R. Little. | | 12 | 9 " | 60 00 |
| Treherne and Railway Station. | P. Henselwood | | 12 | 9 " | 117 36 |
| Turtle Mountain and Whitewater. | J. C. Ross. | 6 | 3 | 9 " | 117 00 |
| Virden and Railway Station. | N. Peterson. | 100 yds. | 12 | 9 " | 37 56 |
| Tyvan and Railway Station. | E. D. Bishop. | 200 yds. | 12 | 9 " | 164 20 |
| Underhill and Railway Station. | W. H. B. Hill. | 80 yds. | 12, | 6 9 " | 110 92 |
| Underhill and West Hall. | E. Weighman. | 8 | 2 | 6 " (to Dec. 31, '06) | 58 92 |
| do do | A. Kerr. | 8 | 2 | 3 " from " | 52 33 |
| Union Point and Railway Station. | J. Gratton | 3 1/2 | 3 | 9 " | 48 64 |
| Valley River and Railway Station. | J. C. Leach. | 1 1/2 | 6 | 9 " | 58 50 |
| Valpariso and Railway Station | G. E. Green. | 1 1/2 | 4 | 9 " | 135 06 |
| Vassar and Railway Station. | E. J. May. | 14 ft. | 12 | 9 " | 11 25 |
| Vergin and Railway Station | V. A. Potapoff. | 150 ft. | 6 | 6 " (from Oct. 1, '06) | 25 00 |
| Vermillion Bay and Railway Stn. | J. S. Killam. | 1 1/2 | 7 | 9 " | 49 08 |
| Virden and Railway Station. | A. Donahoe | 1 1/2 | 12, | 6 9 " | 133 27 |
| do do | M. B. Irwin | 1/4 | 20 | 9 " | 222 72 |
| Virden and Woodnorth | W. Hill | 11 1/2 | 1 | 9 " | 62 50 |
| Vonda and Railway Station. | N. McLean. | 200 ft. | 12 | 9 " | 198 17 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---|-------------------------------|------------------------|---------------------------------------|----------|
| | | | | | \$ cts. |
| Wabigoon and Railway Station.... | J. H. Creasor.... | $\frac{1}{2}$ | 14 | 9 months..... | 274 50 |
| Wadena and Railway Station..... | L. Olafson.... | $\frac{1}{2}$ | 12, 14 | 9 "..... | 97 44 |
| Wakopa and Railway Station..... | L. H. Morgan.... | 75 yds. | 6 | 5 " (from Nov. 1, '06) | 32 60 |
| Wapella and Fairmede..... | N. H. Birchell.... | 50 | 1 | 2 " (to Aug. 31, '06) | 45 50 |
| do do..... | Shaw & Clements | 50 | 1 | 7 " from " | 182 00 |
| Wapella and Railway Station..... | G. H. Morrison.... | $\frac{1}{2}$ | 20 | 9 "..... | 193 95 |
| Warman and Railway Stations (C. N. and C. P.)..... | J. E. Knipfel.... | 120 yds. | 12 & $\frac{1}{2}$ | 14 9 "..... | 298 14 |
| Waskada and Railway Station.... | M. H. Hotham.... | $\frac{1}{2}$ | 6 | 9 "..... | 71 63 |
| Watson and Railway Station..... | F. J. Vossen.... | 100 yds. | 12 | 9 "..... | 181 67 |
| Wauchope and Railway Station.... | M. Quennelle.... | 250 ft. | 12 | 5 " 5 days (to Dec. 5, '06)..... | 33 48 |
| do do..... | F. Bernuy.... | 250 ft. | 12 | 3 " 26 dys (from Dec. 5, '06)..... | 25 01 |
| Wawanesa and Railway Station.... | W. S. Foster.... | $\frac{1}{2}$ | 12 | 9 "..... | 135 39 |
| Wellwood and Railway Station.... | G. R. Black.... | 300 yds. | 6 | 9 "..... | 93 90 |
| Welwyn and Railway Station..... | S. C. Fleury.... | 200 yds. | 6 | 9 "..... | 56 25 |
| Westbourne and Railway Station.... | A. E. Smalley.... | $\frac{1}{2}$ | 12 | 9 "..... | 210 60 |
| Weyburn and Railway Station..... | W. H. Hunt.... | $\frac{1}{2}$ | 14 | 9 "..... | 246 60 |
| Wheatland and Railway Station.... | G. Brown.... | 120 yds. | 6 | 4 " 25 days (to Nov. 25, '06)..... | 31 37 |
| do do..... | H. Bicknell.... | 120 yds. | 6 | 4 " 5 dys (from Nov. 25, '06)..... | 27 13 |
| Whitewater and Railway Station.... | J. Monilaws.... | $\frac{1}{2}$ | 12 | 9 "..... | 101 03 |
| do do..... | Wm. Rolston.... | $\frac{1}{2}$ | 12 | 3 " (to Sept. 30, '06). | 25 74 |
| do do..... | L. Lucas.... | $\frac{1}{2}$ | 12 | 6 " from " | 51 64 |
| Whitewood and Railway Station.... | B. Rogers.... | $\frac{1}{2}$ | 20 | 9 "..... | 214 26 |
| Wilcox and Railway Station..... | L. D. Sparling.... | 167 yds. | 14 | 3 " (to Sept. 30, '06). | 12 50 |
| do do..... | do | 167 yds. | 14 | 6 " from " | 60 00 |
| Willow Range and Railway Station | A. B. Manning.... | 35 yds. | 12 | 9 "..... | 71 92 |
| Winkler and Railway Station..... | J. Friesen.... | $\frac{1}{2}$ | 12 | 3 " (to Sept. 30, '06). | 31 04 |
| do do..... | B. Loewen.... | $\frac{1}{2}$ | 12 | 6 " from " | 62 28 |
| Winnipeg Beach and Railway Stn.... | W. Robinson.... | 125 yds. | 6 | 9 "..... | 73 54 |
| Winnipeg and Railway Stations.... | T. Peacock.... | $\frac{1}{2}$, $\frac{1}{2}$ | as req. | 9 "..... | 4,675 38 |
| Winnipeg and Ry Station Transfers | do | $\frac{1}{2}$, $\frac{1}{2}$ | 9 | 9 "..... | 750 00 |
| Winnipeg and Street Letter Boxes. | M. Peebles.... | 103 | 32 | 9 "..... | 3,300 00 |
| Winnipeg Special Christmas Delivery..... | J. Lightfoot..... | | | | 350 00 |
| Winnipeg Sorting Room and C. P. Mail Trains..... | T. Peacock..... | | | 9 months..... | 616 50 |
| Winnipeg Conveyance of Letter Carriers..... | Winnipeg Electric and Sub-urban Rapid Transit Co..... | | | 8 " (from Aug. 1, '06) | 1,206 00 |
| Winnipegosis and Railway Station | A. Stewart.... | $\frac{1}{2}$ | 4 | 9 "..... | 61 77 |
| Wolseley and Railway Station.... | W. Robinson.... | $\frac{1}{2}$ | 20, 27 | 9 "..... | 393 33 |
| Wood Bay and Railway Station.... | M. Campbell.... | $\frac{21}{2}$ | 3 | 9 "..... | 117 00 |
| Woodlands and Railway Station.... | G. Broadfoot.... | $\frac{2}{2}$ | 4, 6 | 9 "..... | 93 48 |
| Woodridge and Railway Station.... | J. Pelletier.... | 100 yds. | 12 | 9 "..... | 60 00 |
| Woodside and Railway Station.... | J. Sharp.... | $\frac{1}{2}$ | 1 | 9 "..... | 22 50 |
| Woody River and Railway Station. | J. Caverly.... | 300 ft. | 6 | 7 " (from Sept. 1, '06) | 45 50 |
| Yellow Grass and Railway Station | P. Wilken.... | $\frac{1}{2}$ | 14 | 9 "..... | 191 61 |
| Yorkton and Railway Station.... | J. McKem.... | $\frac{1}{2}$ | 16 | 9 "..... | 187 65 |
| <i>Special Services on account of Snow Blockades on Railways.</i> | | | | | |
| Baldur and Glenboro..... | T. W. Sexsmith..... | | | | 7 00 |
| do do..... | J. Chester..... | | | | 3 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------------|--------------------|------------------------|---------|------------|
| Special Services—Con. | | | | | \$ cts. |
| Belmont and Glenboro | G. Campbell..... | | | | 47 50 |
| Belmont and Wawanesa..... | do | | | | 34 50 |
| Carberry and Wellwood, &c..... | R. Ellerington..... | | | | 24 00 |
| Carman and Graysville..... | T. C. Brydon..... | | | | 4 00 |
| Deloraine and Waskada..... | Van Koughnet & Anderson..... | | | | 44 00 |
| Edmonton and Fort Saskatchewan. | Baetz & Labelle..... | | | | 168 00 |
| Elphinstone and Strathclair..... | J. A. McLean..... | | | | 108 00 |
| Grande Clairière and Hartney..... | J. M. Fee | | | | 2 00 |
| Greenway, Glenora and Merlin..... | P. A. McBean..... | | | | 35 00 |
| Hohmfeld, Lena, &c..... | N. Mckenzie and D. Orr..... | | | | 331 00 |
| Kelwood and Neepawa..... | J. A. Ewer..... | | | | 170 00 |
| Lake Frances and Railway Station. | A. Tarn..... | | | | 12 00 |
| La Rivière and Mowbray..... | S. Taylor..... | | | | 128 00 |
| La Rivière and Pilot Mound..... | M. M. Keating..... | | | | 4 00 |
| Lumsden and Regina..... | J. Mair..... | | | | 27 50 |
| Methven and Wawanesa..... | McCluskey and Rule..... | | | | 59 00 |
| Minnedosa, Bethany and Clanwilliam | C. R. W. Smith..... | | | | 148 50 |
| Miami and Morris..... | M. Laurie..... | | | | 75 00 |
| do do..... | A. Dowler..... | | | | 262 50 |
| Miami and Somerset..... | R. W. McMorrann..... | | | | 12 00 |
| do do..... | Angus and Johnson..... | | | | 6 00 |
| Melita and Napinka..... | D. G. Morrison..... | | | | 2 00 |
| Neepawa, Kelwood, Riding Mountain, &c..... | J. A. Ewer..... | | | | 90 00 |
| Oakburn and Shoal Lake..... | R. H. Sykes..... | | | | 68 00 |
| Portage la Prairie and Lavenham, &c..... | R. H. Roe..... | | | | 262 00 |
| Roland and Train..... | W. H. Lowe..... | | | | 10 95 |
| Rosburn and Solsgrith..... | M. McCann..... | | | | 136 00 |
| Ste. Agathe and Winnipeg..... | A. F. Pigott..... | | | | 40 00 |
| Sperling, Brunhilde and Carman..... | R. A. Smith..... | | | | 8 00 |
| Waskada and Lyleton..... | Collins and Jones..... | | | | 67 00 |
| Waskada and Deloraine..... | | | | | |
| Winnipeg and Railway Station..... | A. F. Pigott..... | | | | 2 00 |
| Total..... | | | | | 121,842 43 |
| Less amount withdrawn from Guarantee Fund..... | | | | | 157 31 |
| | | | | | 121,685 12 |

APPENDIX B—*Continue 1.*

CALGARY POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Calgary Postal Division, made within the Year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------------|--------------------|------------------------|---|----------|
| | | | | | \$ cts. |
| Agricola and Coppice Hill..... | W. Hughes..... | 6 | 1 | 7 mos. (from Sept. 1, '06) | 29 16 |
| Agricola and Strathcona..... | J. M. Brown..... | 20 $\frac{1}{2}$ | 2 | 6 " (to Dec. 31, '06). | 208 00 |
| do do..... | G. Henley..... | 20 $\frac{1}{2}$ | 2 | 3 " from " " | 101 40 |
| Airdrie and Railway Station..... | A. Bowers..... | 12 | 9 | " " | 117 00 |
| Alix and Lamerton..... | M. A. Jarvis..... | 9 | 2 | 2 " 23 days (to Sept. 23, '06). | 34 65 |
| do do..... | W. G. Merkley..... | 9 | 2 | 2 " 6 days (to Nov. 29, '06). | 27 30 |
| do do..... | G. B. Williams..... | 9 | 2 | 1 " 17 days (to Jan. 15, '07). | 28 00 |
| do do..... | A. Thomas..... | 9 | 2 | 2 " 16 days (from Jan. 15, '07) .. | 41 66 |
| Alix and Railway Station..... | J. W. Sims..... | 100 yds. | 6 & 12 | 9 " " | 182 98 |
| Alix and Red Willow..... | do..... | 42 | 1 | 2 " (to Aug. 31, '06). | 70 00 |
| Alix and Stewartwyn..... | J. Summerton..... | 34 | 1 | 2 " (to Aug. 31, '06). | 52 00 |
| Alix and Trenville..... | J. C. Trenaman..... | 31 | 1 | 9 " " | 374 25 |
| Andrew and Pakan..... | C. Henderson..... | 12 | 1 | 4 " (to Oct. 31, '06). | 42 46 |
| do do..... | A. Whitford..... | 12 | 1 & 2 | 5 " from " " | 59 96 |
| Arthurvale and Lakeview..... | W. M. Merrill..... | 5 | 1 | 1 " (from Mar. 1, '07). | 2 91 |
| Arthurvale and Milnerton..... | L. Stephenson..... | 8 | 1 | 6 " (to Dec. 31, '06). | 45 00 |
| do do..... | do..... | 8 | 2 | 3 " from " " | 40 75 |
| Asker and Ponoka..... | J. E. Krefting..... | 19 | 1 | 9 " " | 87 00 |
| Asquith and Park..... | J. D. Peters..... | 12 | 1 | 2 " (from Feb. 1, '07) | 48 00 |
| Athabasca Landing and Edmonton. | G. E. MacLeod..... | 105 | 1 | 9 " " | 900 00 |
| Athabasca Landing and Peace River Crossing..... | C. Hutton..... | 300 | mtbly | 13 trips..... | 1,425 00 |
| Athabasca Landing and Points on McKenzie River..... | Hudson's Bay Company..... | 555 | 3 | " " | 111 79 |
| Baker and Railway Station..... | R. Joyce..... | 6 $\frac{1}{4}$ | 12 | 9 months..... | 0 75 |
| Baljennle and Ruddell..... | J. H. Megaffin..... | 6 | 1 | 9 " " | 159 00 |
| Banff and Bankhead..... | Brewster Bros..... | 5 $\frac{1}{2}$ | 7 & 14 | 9 " " | 204 11 |
| Banff and Railway Station..... | A. S. Marsh..... | 1 | 28 & 14 | 9 " " | 276 84 |
| Bardo and Chipman..... | C. Rand..... | 40 | 1 & 2 | 5 " (from Nov. 1, '06). | 165 26 |
| Bardo and Logan..... | W. Rowland..... | 14 $\frac{1}{2}$ | 1 | 4 " (to Oct. 31, '06). | 82 16 |
| Bassano and Mail Catch Post..... | R. H. Struthers..... | 15 | 7 | 9 " " | 45 00 |
| Bassano and Fieldholme..... | G. S. Field..... | 30 | ftnly | 9 " " | 93 75 |
| Bathgate, Fort Saskatchewan and Logan..... | S. Hanson..... | 54 & 45 | 1 | 4 " (to Oct. 31, '06). | 382 60 |
| Bathgate and Mundare..... | J. S. McCallum..... | 20 | 1 | 5 " (from Nov. 1, '06). | 104 16 |
| Battle Creek and Old P.O. site..... | A. E. Simpson..... | ..... | 33 | trips..... | 57 75 |
| Battle Creek and Maple Creek..... | E. Parsonage..... | 46 | 1 | 8 mos. (to Feb. 28, '07). | 225 00 |
| do do..... | do..... | 48 | 1 | 1 " from " " | 41 25 |
| Battleford and North Battleford..... | Dandelin and Bowers..... | 4 | 6 | 2 " (to Aug. 31, '06). | 278 25 |
| do do..... | J. D. Nolin..... | 4 | 6 | 7 " from " " | 551 25 |
| Battleford and Pascal..... | J. W. Kenny..... | 55 | 1 | 2 " (from Feb. 1, '07). | 116 66 |
| Battleford and Swathmore..... | Hepburn Bros..... | 41 | 1 | 2 trips..... | 30 00 |
| do do..... | A. E. Palmer..... | 41 | 1 | 8 mos. 13 days (from July 19, '06)..... | 339 88 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|----------------------|--------------------------------|------------------------|---------------------------------|---------|
| Battle River and Lewisville..... | F. M. Walker..... | 9 | 2 | 9 months..... | 138 75 |
| Baynes Lake and Railway Station. | W. H. Griffith..... | 1 | 6 | " | 58 50 |
| Beaumont and Ellerslie..... | E. Bonin..... | 6 ¹ / ₂ | 2 | " | 104 25 |
| Beaver and Railway Station..... | A. Wilkinson..... | 12 | 3 | " (from Jan. 1, '07). | 15 00 |
| Beaver Hills and Good Hope..... | G. Doze..... | 7 | 1 | " (from Mar. 1, '07). | 5 41 |
| Beaver Hills and Fort Saskatchewan | do..... | 10 | 2 | " | 107 25 |
| Beaver Lake and Kolomea..... | P. Svarish..... | 10 | ftnly 4 | " (to Oct. 31, '06). | 16 66 |
| Beaver Lake and Krakow..... | F. Olsrewski..... | 13 | 1 | " (to Oct. 31, '06). | 34 66 |
| Belvedere and Riviere qui Barre.... | A. Foley..... | 35 | 1 | " | 225 00 |
| Bentley and Lockhart..... | W. A. Calkins..... | 14 | 1 | " (from Sept. 1, '06). | 37 91 |
| Birdview and Delisle..... | W. D. Pattison..... | 10 | 1 | " (from Mar. 1, '07). | 10 62 |
| Bismark and Ferry Bank..... | C. R. Kirk..... | 8 | 1 | " | 45 00 |
| Bittern Lake and New Sarepta..... | M. Thompson..... | 15 | 1 | " | 78 00 |
| Bittern Lake and Railway Station. | E. C. Roper..... | 6 | 2 | " | 95 16 |
| Blackfalds and Railway Station..... | W. Waghorn..... | 275 yds. | 12 | " | 117 38 |
| Blackfoot Hills and Railway Station | G. Truscott..... | do | 12 & 6 | " | 216 50 |
| Blairmore and Railway Station..... | H. E. Lyon..... | 100 ft. | 14 | " | 75 00 |
| Boharn and Mail Catch Post..... | A. C. Hill..... | do | 14 | " (from Nov. 1, '06). | 38 01 |
| Bon Accord and Namao..... | T. A. Mulligan..... | 12 | 2 | " | 112 50 |
| Bonnie Glen and Millet..... | R. Sheppard..... | 26 | 1 | " | 131 25 |
| Borden and Great Deer..... | D. Macpherson..... | 40 | 1 | " (from Nov. 1, '06) | 193 33 |
| Borden and Haleyonia..... | do..... | 12 | 1 | " (to July 31, '06). | 8 66 |
| Borden and Railway Station..... | B. Clark..... | do | 6 | " | 112 50 |
| Bowden and Mountain House..... | A. Caldwell..... | 19 | 1 | " (to Dec. 31, '06). | 52 00 |
| do do..... | G. E. A. Watson..... | 19 | 1 | " from " " | 32 50 |
| Bowden and Railway Station..... | E. A. Shenfield..... | 100 yds. | 12 | " | 107 97 |
| Bowell and Mail Catch Post..... | F. C. Woolson..... | 300 yds. | 7 | " | 68 43 |
| Bow Island and Mail Catch Post.... | J. W. Hopkins..... | do | 7 | " | 68 43 |
| Brant and Hicksburg..... | G. C. Hicks..... | 8 | 1 | " | 56 25 |
| Brant and High River..... | W. B. Parker..... | 20 | 2 | " | 174 00 |
| Bresaylor and Railway Station..... | A. Taylor..... | 6 | 1 | " (to Sept. 30, '06). | 26 00 |
| do do..... | W. R. Harrison..... | 100 yds. | 6 | " from " " | 39 00 |
| Brier Crest and Drinkwater..... | B. T. Jacques..... | 10 | 1 | " (to Sept. 30, '06). | 6 25 |
| do do..... | do..... | 10 | 2 | " from " " | 100 00 |
| Brooks Station and Railway Station | E. M. Crooker..... | 300 yds. | 14 | " | 37 50 |
| Brosseau and Vegreville..... | M. G. Duquette..... | 36 | 1 | " | 214 50 |
| Bruederheim and Railway Station.. | A. Lentz..... | 3 ³ / ₄ | 6 | " 25 days (to Oct. 25, '06). | 50 00 |
| do do..... | C. Lentz..... | 250 yds. | 6 | " 9 days (to Feb. 3, '07). | 17 40 |
| do do..... | O. Mohr..... | 250 yds. | 6 | " 26 days from " " | 19 20 |
| Burford and Calmar..... | I. Helgren..... | 10 ¹ / ₂ | 1 | " (to Jan. 1, '07).. | 45 50 |
| do do..... | do..... | 13 ¹ / ₂ | 1 | " from " " | 17 83 |
| Burnt Lake and Solheima..... | S. Johnson..... | 5 | 2 | " | 39 00 |
| Calgary and Jumping Pond..... | J. Bateman..... | 28 | 1 | " | 197 40 |
| Calgary and Millarville..... | R. Gillespie..... | 28 | 1 | " | 150 00 |
| Calgary and Railway Station..... | M. Gainer..... | do | as req. | " | 933 68 |
| Calgary and Rocky View..... | J. Redmond..... | 10 | 2 | " (to Jan. 31, '07).. | 66 66 |
| do do..... | W. P. Duck..... | 10 | 2 | " from " " | 33 33 |
| Calgary and Street Letter Boxes... | M. Gainer..... | do | as req. | " | 198 00 |
| Calgary P.O. and Sub-Offices..... | do..... | do | 9 | " | 270 30 |
| Calmar and Telfordville..... | J. E. Smith..... | 14 | 1 | " | 228 75 |
| Campbell Lake and Vermillion..... | H. Palmer..... | 12 | 1 | " (from Jan. 1, '07) | 25 00 |
| Camrose and Heather Brae..... | J. Miller..... | 19 | 2 | " (to Aug. 31, '06). | 50 00 |
| Camrose and Pretty Hill..... | O. Olson..... | 9 | 1 | " | 39 00 |
| Camrose and Railway Station..... | H. Foucar..... | 200 yds. | 6 | " 9 days (to Sept. 9, '06)..... | 30 00 |
| do do..... | do..... | do | 12 | " 21 days from " " | 174 00 |
| Camrose and Skafske..... | J. K. Van Petten | 7 | 2 | " (from Sept. 1, '06) | 116 66 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-----------------------------------|------------------------------|--------------------------------|------------------------|--|----------|
| | | | | | § cts. |
| Camrose and Vermillion Valley | A. H. Shervin | 57 | 1 | 9 months | 318 75 |
| Camrose and Wavy Lake | do | 44 | 1 | 2 " (to Aug. 31, '06). | 53 15 |
| Canmore and Railway Station | J. Carroll | 1 ¹ / ₃₂ | 14 | 9 " | 265 50 |
| Canyon and Lacombe | F. A. Cull | 10 | 1 | 9 " | 78 00 |
| Carbonado and Railway Station | S. Wilkinson | 5 | 7 | Arrears from April 18, to July 17, '06 | 93 75 |
| Cardston and Mountain View | L. L. Follett | 51 ¹ / ₂ | 2 | 9 " | 468 00 |
| Cardston and Railway Station | W. O. Lee | 3 ¹ / ₂ | 6 | 9 " | 183 09 |
| Cardston and Taylorville | A. S. Neilson | 18 | 2 | 9 " | 165 00 |
| Caron and Railway Station | J. Thomson | 1 ¹ / ₂ | 14 | 9 " | 104 12 |
| Caron and Westview | E. J. Cudmore | 9 ¹ / ₂ | 1 | 12 days (to Nov. 12, '06) | 3 40 |
| do do | do | 9 ¹ / ₂ | 2 | 4 months 18 days from " | 76 63 |
| Carstairs and Jackville | J. A. Heal | 12 | 1 | 9 " | 39 00 |
| Carstairs and Railway Station | A. R. Shantz | 1 ¹ / ₂ | 9 | as req. " | 195 79 |
| Cayley and Railway Station | G. W. Wickens | 500 yds. | 12 | 9 " | 37 52 |
| Chailey and Mannville | C. H. Brown | 15 | 1 | 1 " (from Mar. 1, '07) | 8 33 |
| Cheadle and Railway Station | F. Belwer | 100 yds. | 2 | 9 " | 30 00 |
| Chesterwold and Ponoka | P. A. Cooper | 24 | 2 | 9 " | 168 75 |
| Chigwell and Haynes | R. A. Read | 14 | 1 | 9 " | 68 25 |
| Chigwell and Railway Station | do | 100 yds. | 6 | 2 " 9 days (to Sept. 9, '06) | 9 00 |
| do do | do | 100 yds. | 12 | 6 " 21 days from " | 52 00 |
| Chigwell and Valley City | do | 7 | 2 | 6 " (to Dec. 31, '06) | 39 00 |
| do do | A. C. Johnson | 7 | 6 | 3 " from " | 25 00 |
| Chipman and Railway Station | J. Kirkpatrick | 185 yds. | as req. | 3 " (to Sept. 30, '06) | 56 40 |
| Claresholm and Elinor | D. Wendelboe | 15 | 2 | 7 " (to Jan. 31, '97) | 85 00 |
| do do | J. Robertson | 15 | 2 | 2 " from " | 47 50 |
| Claresholm and Lyndon | W. A. Lyndon | 15 | 1 | 9 " | 187 50 |
| Claresholm and Meadow Creek | J. J. Duek | 12 | 2 | 9 " | 234 00 |
| Claresholm and New Oxley | F. Elliott & Co. | 5 | 2 | 9 " | 126 75 |
| Claresholm and Railway Station | G. Simpson | 133 yds. | 12 | 9 " | 116 75 |
| Clarkville and Saddle Lake | L. G. Clark | 15 | 1 | 1 " (from Mar. 1, '07) | 13 00 |
| Coal Creek and Fernie | H. Johnson | 5 | 6 | 9 " | 232 50 |
| Cochrane and Dog Pound | A. Dalgleish and A. R. McKay | 22 | 1 | 9 " | 167 25 |
| Cochrane and Lochend | A. Dalgleish | 15 | 1 | 9 " | 117 00 |
| Cochrane and Railway Station | C. W. Fisher | 1 | 14 | 9 " | 187 50 |
| Coleman and Railway Station | H. Cameron | 250 yds. | 14 | 9 " | 270 00 |
| Coleridge and Mail Catch Post | R. McEwen | 1 ¹ / ₂ | 3 | 9 " | 48 75 |
| Conjuring Creek and Leduc | E. Walton | 22 | 2 | 9 " | 258 75 |
| Content and Railway Station | A. E. Kent | 1 ¹ / ₂ | 6 | 7 " (from Sept. 1, '06) | 144 80 |
| Cooking Lake and Strathcona | D. B. Morehouse | 22 | 1 | 2 " (to Aug. 31, '06) | 17 33 |
| do do | R. Walton | 22 | 1 | 7 " from " | 121 33 |
| Coutts and Railway Station | H. Tennant | 1 ¹ / ₂ | 6 | 9 " | 28 22 |
| Cowley and Railway Station | J. E. Davison | 100 yds. | 14 | 9 " | 164 40 |
| Craig and Marketville | J. O. Johnson | 8 | 1 | 9 " | 36 69 |
| Craik and West Bridgeford | A. Bryan | 34 | 1 | 6 " (to Dec. 31, '06) | 112 50 |
| do do | V. G. Bryan | 34 | 1 | 3 " from " | 75 00 |
| Cranbrook and Golden | R. A. Kimpton | 175 | 1 | 9 " | 2,250 00 |
| Cranbrook and Ry. Station (C. P.) | G. C. Beattie | 1 ¹ / ₂ | 14 | 9 " | 262 50 |
| do do (N. S.) | R. A. Kimpton | 1 ¹ / ₂ | 12 | 9 " | 117 00 |
| Crane Lake and Railway Station | T. Dowling | 10 yds. | 14 | 9 " | 18 75 |
| Creekfield and Loganton | J. W. Darnbrough | 8 | 1 | 3 " (from Jan. 1, '07) | 20 00 |
| Cremona and Dog Pound | G. Jackson | 6 | 1 | 9 " | 37 50 |
| Creston and Railway Station | W. H. Crawford | 200 ft. | 12 | 9 " | 117 00 |
| Crossfield and Railway Station | J. A. Sutherland | 150 yds. | as req. | 9 " | 161 48 |
| Crossfield and Sampsonston | A. Sampson | 12 | 1 | 9 " | 37 50 |
| Crowfoot and Railway Station | W. J. Van | 3 ¹ / ₂ | 7 | 8 " (from Aug. 1, '06) | 45 82 |
| Crow's Nest and Mail Catch Post | A. Good | 235 yds. | 7 | 9 " | 37 50 |
| Curlew and Mayton | J. Flaig | 15 | 1 | 8 " (from Aug. 1, '06) | 70 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---------------------------------------|-----------------------|--------------------|------------------------|--------------------------------------|---------|
| Cut Bank and Leavings | F. Garrow | 5 | 1 | 9 months | 48 75 |
| Daysland and Ferry Point | C. A. Ward | 20 | 1 | 5 " (to Jan. 1, '07). | 108 32 |
| Daysland and Hastings Coulee | C. A. Hastings | 26 | 1 | 7 7 (from Sept. 1, '06) | 141 75 |
| Daysland and Quarrel | J. A. Brown | 10 | 2 | 7 " " | 72 91 |
| Daysland and Railway Station | Green and Foley | 150 yds. | 6 | 4 " (to Dec. 31, '06) | 111 74 |
| do do | D. Davidson | 150 yds. | 12 | 3 " from " | 50 00 |
| Daysland and Spring Lake | O. Helwig | 10 | 2 | 4 " (from Dec. 1, '06) | 56 66 |
| Daysland and Strome | J. E. Hogg | 5 | 1 | 1 6 trips | 24 00 |
| Daysland and Wavy Lake | W. W. Russell | 16 | 1 | 7 mos. (from Sept. 1, '06) | 107 91 |
| Daysland and Youngstown | W. Dahms | 21 | 1 | 5 " (to Jan. 31, '07). | 95 82 |
| do do | W. H. Rancier | 21 | 1 | 16 days (to Sept. 16, '07). | 10 22 |
| Delisle and Tessier | C. Plester | 18 | 2 | 9 months | 308 10 |
| Delmas and Railway Station | H. Delmas | 970 yds. | 6 | 3 " (to Sept. 30, '06) | 2 60 |
| do do | do | 970 yds. | as req. | 6 " from " | 9 16 |
| Delnorte and Railway Station | J. J. Norris | 1 1/2 | 6 | 3 " (to Sept. 30, '06) | 5 00 |
| do do | do | 1 1/2 | 12 | 2 " 7 days (to Dec. 7, '06) | 7 39 |
| do do | do | 1/2 | as req. | 3 " 24 days (from Dec. 7, '06) | 11 58 |
| Delnorte and Viking | L. H. Kenepp | 22 | 1 | 5 " (to Nov. 30, '06). | 64 58 |
| Denholm and Railway Station | C. Fauser | 186 ft. | 6 | 9 " " | 58 50 |
| De Winton and Gladys | W. Gopp | 17 | 2 | 9 " " | 236 10 |
| De Winton and Railway Station | H. McNeill | 1 1/2 | 12 | 9 " " | 163 79 |
| Didsbury and Carbon | C. A. Robertson | 114 | 1 | 9 " " | 387 48 |
| Didsbury and Kansas | S. Holmquist | 11 | 2 | 9 " " | 117 00 |
| Didsbury and Railway Station | D. S. Shantz | 1 1/2 | as req. | 9 " " | 234 40 |
| Dinsmore and Milden | J. F. Heath | 12 | 1 | 8 trips | 8 00 |
| Dorelee and Edberg | G. Brandt | 19 | 2 | 9 months | 135 00 |
| Eagle Butte and Medicine Hat | H. C. Cooper | 43 | 1 | 9 " " | 262 50 |
| Eagle Creek and Saskatoon | J. McKee | 37 | 1 | 9 " " | 390 00 |
| Eagle Creek and Wheatfield | A. A. Ashley | 20 | 1 | 9 " " | 281 25 |
| Earling and Scona | O. F. Jellstrom | 10 | 1 | 9 " " | 56 91 |
| Earlville and Ponoka | E. F. Heath | 15 | 2 | 9 " " | 112 50 |
| East End and Maple Creek | W. Mutrie | 59 | 1 | 9 " " | 375 00 |
| East End and South Fork | J. W. E. Axton | 12 | 1 | 9 " " | 150 00 |
| Eastview and Pasqua | J. Johnson | 9 1/2 | 1 | 9 " " | 60 00 |
| Eckville and Evans | A. B. Koski | 11 1/2 | 1 | 5 " 17 days (to Dec. 17, '06) | 48 04 |
| Eckville and Leslieville | E. Bureau | 13 | 1 | 7 days (to Mar. 15, '07). | 1 72 |
| do do | A. B. Koski | 15 | 1 | 16 " from " | 7 50 |
| Eckville and Red Deer | F. Kinna | 34 | 2 | 3 months 14 days (from Dec. 18, '06) | 149 78 |
| Edberg and Lewisville | A. W. Erickson | 17 | 2 | 9 " " | 204 75 |
| Edensville and Meeting Creek | H. M. Korstad | 6 | 1 | 9 " " | 60 00 |
| Edison and Pembina | F. Beauchamp | 12 | 1 | 9 " " | 73 50 |
| Edison and Waugh's Settlement | J. Knox | 31 | 1 | 9 " " | 170 43 |
| Edmonton and Horse Hills | H. G. Forster | 9 | 10 | trips | 20 00 |
| Edmonton P. O. and Hudson's Bay Depot | Potter and MacDougall | | | Special trip | 50 |
| Edmonton and Lac la Biche | Hudson's Bay Co | 176 | 2 | trips | 90 |
| Edmonton and New Lunnon | J. Oliver | 23 1/2 | 2 | 9 months | 300 60 |
| Edmonton and Railway Stn. (C.N.) | E. Acton | | 12 | 7 days (to July 7, '06) | 10 80 |
| do do | W. J. Johnston | | 12 | 5 months (to Dec. 7, '06) | 236 70 |
| do do | do | | as req. | 3 " 24 dys. from " | 162 00 |
| do do (C.P.) | E. Acton | 1 1/2 | 24 | 7 days (to July 7, '06) | 27 60 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------------|--------------------------------|------------------------|-------------------------------------|----------|
| | | | | | \$ cts. |
| Edmonton and Railway Station. | W. J. Johnston. | 1½ | 24 | 1 month 4 days (to Aug. 11, '06) | 114 00 |
| do do | do | 1½ | as req. | 7 " 27 dys. from " | 904 80 |
| Edmonton and St. Albert. | L. Levasseur. | 10 | 3 | 9 " (to Oct. 31, '06) | 234 00 |
| Edmonton and Strong Plain. | F. Fischer. | 25 | 2 | 4 " (to Oct. 31, '06) | 91 67 |
| do do | do | 26 | 2 | 5 " from " | 114 58 |
| Edmonton and Street Letter Bxcs. | W. J. Johnston. | 16 | 14 | 4 " (from Dec. 1, '06) | 296 45 |
| Edwards and Pakan. | E. Anderson. | 16 | fo'tly | 9 " from " | 83 25 |
| Elinor and Little Bow. | M. McLeod. | 18 | 1 | 19 days (from Mar. 13, '07) | 8 23 |
| Elkmouth and Station. | H. H. Ross | 100 yds. | 6 | 9 months | 39 00 |
| Elko and Rrilway Station. | E. B. Holbrook | 750 yds. | 12 | 9 " from " | 112 50 |
| Elk Prairie and Michel. | F. Harmer. | 13 | 1 | 5 " (to Nov. 30, '06) | 65 00 |
| do do | E. Heinz. | 13 | 1 | 4 " from " | 52 00 |
| Elkwater and Irvine. | W. J. Harris | 23 | 1 | 9 " from " | 184 26 |
| Elkwater and Strathmartin. | C. Mudie. | 8 | 1 | 9 " from " | 78 00 |
| Ellerslie and Railway Station. | D. Walker | 1 ¹ / ₁₆ | 4 | 9 " from " | 39 00 |
| Emmaville and Onion Lake. | L. G. Lovell. | 42 | fo'tly | 9 " from " | 136 50 |
| Er-skin and Railway Station | R. M. Duncan. | 200 yds. | 6 | 7 " (from Sept. 1, '06) | 45 25 |
| Evarts and Red Deer. | J. H. Robinson. | 22½ | 2 | 5 " 17 days (to Dec. 17, '06) | 184 78 |
| Eveline and Stand Off. | J. J. Radford. | 10 | 1 | 9 " from " | 75 00 |
| Ewing and Stettler. | J. Summerton. | 20 | 1 | 7 " (from Sept. 1, '06) | 182 00 |
| Exshaw and Railway Station | N. K. Luxton. | ½ | 14 | 3 " 17 days (fr. Dec. 15, '06) | 59 23 |
| Falun and Wetaskiwin. | G. G. Forssell | 20 | 1 | 9 " from " | 112 50 |
| Fernie and Railway Station. | H. J. Johnson. | 1 ¹ / ₂ | 6 & 14 | 9 " from " | 348 68 |
| Ferry Point and Molstadt. | C. A. Ward | 18½ | 1 | 2 " (from Feb. 1, '07) | 43 33 |
| Fertile Valley and Glenhurst. | C. Sutton. | 11 | 1 | 5 " (from Nov. 1, '06) | 41 66 |
| Fertile Valley and Milden. | C. Mills | 10 | 1 | 2 " (from Feb. 1, '07) | 8 00 |
| Field and Railway Station. | C. Wyckoff. | 200 yds. | 28 | 3 " 14 days (to Oct. 14, '06) | 57 60 |
| do do | do | 200 yds. | 14 | 5 " 17 dys. from " | 46 19 |
| Fielding and Railway Station. | P. Keeper | ¼ | 6 | 9 " from " | 93 75 |
| Flagstaff and Spring Lake. | P. G. Thompson | 40 | 1 | 4 " (from Dec. 1, '06) | 95 00 |
| Forest Bank and Lashburn. | W. L. Pike. | 12 | 1 | 7 " (from Sept. 1, '06) | 58 33 |
| Forres and Mail Catch Post. | W. Watson | ½ | 7 | 9 " from " | 37 50 |
| Fort Chipewyan and Lac la Biche. | Hudson's Bay Co | 340 | 1 | trip. | 400 00 |
| Fort Saskatchewan and Lamoureux | A. Widmam. | 5 | 1 | 4 " (to Oct. 31, '06) | 13 00 |
| do do | do | 5 | 3 | 5 " from " | 48 75 |
| Fort Saskatchewan and Partridge Hills. | P. Rye. | 8 | 1 | 3 " (to Sept. 30, '06) | 13 00 |
| do do | do | 8 | 2 | 6 " from " | 50 00 |
| Fort Saskatchewan and Ry Station | A. W. M. Campbell. | ½ | 12 | 5 months 7 days (to Dec. 7, '06) | 206 25 |
| do do | do | ½ | 14 | 3 months 24 days (from Dec. 7, '06) | 135 00 |
| Fort Saskatchewan and Saddle Lake | C. F. Stewart. | 77 | 1 | 4 months (to Oct. 31, '06) | 300 00 |
| Fort Steele and Fort Steele Junction | A. Doyle. | 8 | 14 | 9 " from " | 450 00 |
| Fort Vermillion and Peace River Crossing. | C. Colebrook. | 300 | 8 | trips | 1,400 00 |
| Fountainstown and Haines. | J. Rice. | 10 | 1 | 3 mos. (from Jan. 1, '07) | 25 00 |
| Frank and Little. | West Canadian Collieries Co. | 5 | 6 | 9 " from " | 150 00 |
| Frank and Railway Station. | A. V. Lang. | ¼ | 14 | 9 " from " | 131 25 |
| Gateway, B. C. and Gateway, U. S. A | J. D. Gordon. | ½ | 3 | 9 " from " | 58 50 |
| Gateway and Railway Station. | do | 100 yds. | 12 | 9 " from " | 45 00 |
| Ghost Pine Creek and Three Hills. | H. Evans. | 14 | 1 | 1 " (from Mar. 1, '07) | 11 66 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|---------------------|--------------------|------------------------|---------------------------------|---------|
| | | | | | 8 cts. |
| Gladys and Mossleigh..... | D. Donovan.... | 16½ | 1 | 3 mos. (to Sept. 30, '06). | 48 10 |
| do do..... | do..... | 28 | 1 | 6 " from " " | 130 00 |
| Gleichen and Railway Station..... | D. B. McNeill.. | ¼ | 14 | 9 " " " " | 136 30 |
| Gleichen and Rosebud Creek..... | D. C. Wishart.. | 35 | ftnly | 3 " (to Sept. 30, '06). | 49 75 |
| do do..... | T. C. Vigar.... | 35 | " | 6 " from " " | 99 50 |
| Golden and Railway Station..... | C. A. Warren.... | 400 yds. | 21 | 3 " 14 days (to Oct. 14, '06). | 97 20 |
| do do..... | do..... | 400 yds. | 14 | 5 " 17 dys (from Oct. 14, '06). | 103 94 |
| Graburn and Walsh..... | C. Briggs..... | 21 | 1 | 9 " " " " | 112 50 |
| Grassy Lake and Railway Station..... | A. Galger..... | 50 ft. | 6 | 9 " " " " | 45 00 |
| Gros Ventre and Medicine Hat..... | J. Huston..... | 23 | 1 | 2 " (from Feb. 1, '07) | 24 41 |
| Gull Lake and Railway Station..... | S. A. Pennock.. | ¼ | 14 | 4 " 14 days (to Nov. 14, '06). | 18 60 |
| do do..... | do..... | ¼ | 14 | 4 " 16 d. (from Nov. 14, '06). | 47 21 |
| Gully and Marshall..... | W. Stringer.... | 4 | 1 | 8 " (from Aug. 1, '06) | 33 33 |
| Gully and Stringer..... | do..... | 4 | 1 | 1 " (to July 31, '06). | 4 17 |
| Gwynne and Railway Station..... | E. Jacmard.... | 3 | 2 | 9 " " " " | 38 22 |
| Hairy Hill and Pozerville..... | R. Taylor..... | 12 | 1 | 2 " (from Feb. 1, '07) | 27 00 |
| Hairy Hill and Soda Lake..... | J. Ropcean.... | 6¾ | 1 | 2 " " " " | 12 00 |
| Hardisty and Railway Station..... | J. W. Shorrock. | 150 yds. | 12 | 1 " 14 dys (from Feb. 15, '07). | 9 37 |
| Harland and Diking..... | L. H. Kenapp.. | 4 | 1 | 1 " (from Mar. 1, '07) | 2 91 |
| Harmattan and Mound..... | L. W. Fifield.. | 16 | 1 | 1 " (to July 31, '06). | 7 91 |
| Harmattan and Olds..... | do..... | 11½ | 2 | 1 " " " " | 16 66 |
| Harmattan and Westward Ho..... | do..... | 8 | 1 | 1 " " " " | 4 16 |
| Hastings Coulee and Loveland..... | O. Richter.... | 13 | 1 | 8 " (from Aug. 1, '06) | 66 66 |
| Hastings Coulee and Spring Lake..... | B. K. Grove.. | 16 | 1 | 2 " (to Aug. 31, '06). | 23 33 |
| Hastings Coulee and Waneta..... | A. Kraetsch.. | 7½ | 1 | 1 " (from Mar. 1, '07) | 4 33 |
| Heather Brae and Ohaton..... | A. W. Fleming.. | 8 | 2 | 1 " (to Sept. 30, '06). | 14 58 |
| do do..... | E. S. Rees.... | 8 | 2 | 6 " from " " | 87 50 |
| Heather Brae and Youngstown..... | do..... | 60 | 1 | 2 " (to Aug. 31, '06). | 72 33 |
| Herbert and Mail Catch Post..... | H. M. Klaasan. | 375 yds. | 14 | 3 " 11 days (to Oct. 11, '06). | 27 99 |
| do do..... | J. F. Sawatzky. | 375 yds. | 14 | 5 " 20 dys (from Oct. 11, '06). | 47 01 |
| Herbert and Lobethal..... | J. Harms.... | 17½ | 1 | 6 " (to Dec. 31, '06). | 50 00 |
| do do..... | G. Jahuke.... | 17½ | 1 | 3 " " " " | 25 00 |
| Herbert and Log Valley..... | C. Church.... | 30 | 1 | 5 " 21 days (to Dec. 21, '06). | 117 98 |
| do do..... | G. Shirliff.. | 30 | 1 | 3 " 4 days (from Dec. 28, '06). | 91 30 |
| High River and Pekisko..... | G. Lane..... | 25 | 1 | 9 " " " " | 131 25 |
| High River and Railway Station..... | J. Limoges.... | 1½ | 12 | 9 " " " " | 90 44 |
| High River and Tongue Creek..... | W. M. McIntosh | 13½ | 1 | 9 " " " " | 97 50 |
| Hillsdown and Red Deer..... | A. T. Rowell.. | 14 | 1 | 9 " " " " | 79 50 |
| Hobbs and Mail Catch Post..... | L. Dauphin.... | 1 | 3 | 4 " (from Dec. 1, '06) | 12 00 |
| Holmstown and Railway Station..... | A. F. Leedholm. | 150 yds. | 12 | 1 " 14 dys (from Feb. 15, '07). | 3 75 |
| Holmstown and Youngstown..... | C. H. Leedholm. | 21 | 1 | 7 " 14 days (to Feb. 14, '07). | 89 38 |
| Horse Hills and Railway Station..... | H. G. Foster.... | ¾ | 6 | 7 " 7 dys (to Feb. 7, '07). | 135 50 |
| Hosmer and Railway Station..... | R. W. Rogers.. | 500 yds. | 14 | 5 " (from Nov. 1, '06) | 60 40 |
| Hurry and Vegreville..... | A. G. Harlan.. | 30½ | 1 | 4 " 18 days (to Nov. 18, '06). | 72 79 |
| do do..... | W. J. Earl.... | 30½ | 1&2 | 4 " 12 d. (from Nov. 18, '06). | 84 79 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|---------------------|--------------------|------------------------|--------------------------------------|----------|
| | | | | | \$ cts. |
| Independence and Rivière qui Barre | J. Shoveller | 14 | 1 | 9 months | 78 00 |
| Inga and Stony Plain | F. Sich | 6½ | 4 | " (to Oct. 31, '06) | 20 00 |
| do do | do | 7½ | 4 | " (to Feb. 28, '07) | 23 07 |
| do do | J. M. Kincart | 7½ | 2 | " from " | 5 76 |
| Ingleton and Stettler | J. Young | 41 | 1 | 9 " | 253 50 |
| Ingleton and Talbot | F. Manson | 38 | 1 | 1 " (from Mar. 1, '07) | 30 00 |
| Innisfail and Markerville | B. Stephenson | 16 | 2 | 9 " | 149 55 |
| Innisfail and Milnerton | H. A. Malcolm | 42 | 2 | 9 " | 300 00 |
| Innisfail and Railway Station | N. W. Styles | | 24 | 6 " (to Dec. 31, '06) | 283 47 |
| do do | W. D. Varty | | 3 | " from " | 61 00 |
| Iowalta and Morningside | T. C. King | 8 | 1 | 7 " 7 dys. (to Feb. 7, '07) | 39 37 |
| do do | J. Kimley | 8 | 1 | 1 " 21 days (from Feb. 7, '07) | 9 38 |
| Irvine and Mail Catch Post | W. J. Harris | 334 yds. | 12 | 9 " | 105 64 |
| Islay and Marwayne | F. Marfleet | 12 | 1 | 9 " | 87 50 |
| Islay and Railway Station | E. Elliott | 150 yds. | as req. | 9 " | 92 30 |
| Jack Fish Lake & North Battleford | T. Duhaine | 36½ | 1 | 9 " | 346 50 |
| Jaffray and Railway Station | G. A. Letch | 350 yds. | 14 | 9 " | 52 50 |
| Kananaskis and Mail Catch Post | J. Walker | 100 yds. | 7 | 9 " | 33 75 |
| Kealty and New Ottawa | R. McBlane | 13 | 1 | 1 " (from Mar. 1, '07) | 7 83 |
| Keelerville and Mortlach | W. F. Fowle | 49 | 1 | 9 " | 360 00 |
| Killam and Railway Station | A. R. Forsyth | 200 yds. | 12 | 1 " 14 days (from Feb. 15, '07) | 12 50 |
| Kimberley and Railway Station | W. Clayton | 335 yds. | 12 | 9 " | 117 00 |
| Kincorath and Mail Catch Post | R. G. Leavens | 35 yds. | 7 | 7 " 17 days (from Aug. 15, '06) | 33 89 |
| Kingsview and Swathmore | A. E. Palmer | 14 | 1 | 5 " (from Nov. 1, '06) | 52 08 |
| Kingsville and Mail Catch Post | M. B. King | 100 yds. | 14 | 9 " | 75 |
| Kitchener and Railway Station | J. Marshall | 200 yds. | 12 | 9 " | 45 00 |
| Kitscoty and Railway Station | T. H. Currie | 1 | 6 | 1 " (from Mar. 1, '07) | 9 10 |
| Kolomea and Vegreville | A. Svarich | 12 | 1 | 5 " (from Nov. 1, '06) | 52 08 |
| Krakov and Mundare | F. Olsrewski | 7 | 1 | 5 " from " | 37 50 |
| Lac la Biche and Fort Macpherson | Hudson Bay Co. | 1854 | | 1 trip | 800 00 |
| Lac la Biche and Fort Resolution | do | 750 | | 3 " | 1,575 00 |
| Lac la Biche and Saddle Lake | T. Huppe | 90 | 1 | 9 months | 405 00 |
| Lacombe and Railway Station | W. J. Burris | ½ | 30 | 2 " 9 dys. (to Sept. 9, '06) | 101 29 |
| do do | do | ½ | as req. | 6 " 21 days (from Sept. 9, '06) | 372 55 |
| Lacombe and Rimbey | A. R. Coverdale | 36 | 2 | 9 " | 375 00 |
| Lac Ste. Anne and Onoway | P. Laroque | 12 | 1 | 9 " | 75 00 |
| Lac Ste. Anne and Stony Plain | H. H. Akins | 41 | 1 | 9 " | 346 27 |
| Laggan and Railway Station | E. Evans | 300 yds. | 28 | 3 " 14 days (to Oct. 14, '06) | 42 40 |
| do do | do | 300 yds. | 14 | 5 " 17 days (from Oct. 14, '06) | 33 60 |
| Lamberton and Whitebrush | W. R. Williams | 20 | 1 | 9 " less amount overpaid in 1905-'06 | 72 24 |
| Lamonth and Railway Station | F. C. Smith | 225 yds. | 12 | 2 " (to Sept. 30, '06) | 16 66 |
| do do | Smith & Torree | 225 yds. | 12 | 2 " 7 days (to Dec. 7, '06) | 35 10 |
| do do | do | 225 yds. | as req. | 3 " 24 days (from Dec. 7, '06) | 54 00 |
| Lamont and Saddle Lake | S. A. Hanson | 60 | 1 & 2 | 5 " (from Nov. 1, '06) | 240 00 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|---------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | 8 cts. |
| Lamont and Skaro..... | K. Skaro..... | 12 | 1 | 5 mos. from Nov. 1, '06. | 39 16 |
| L'Amoureux and Sturgeonville.... | H. E. Rudd.... | 9 | 1 | 8 " (to Feb. 28, '07.) | 66 67 |
| do do..... | R. Field..... | 9 | 1 | 1 " from " " | 8 33 |
| Langdon and Railway Station..... | R. Cowan..... | $\frac{1}{2}$ | 12 | 9 " " " | 198 75 |
| Langevin and Railway Station..... | L. Enright..... | $\frac{1}{2}$ | 3 | 6 " (to Dec. 31, '06) | 15 00 |
| do do..... | H. Newman..... | $\frac{1}{2}$ | 3 | 3 " from " " | 7 50 |
| Langham and Railway Station..... | A. C. Adamson. | 200 yds. | 12 & 6 | 9 " " | 167 58 |
| Lashburn and Miller..... | N. Miller..... | 7 | 1 | 1 " (from Mar. 1, '07) | 8 33 |
| Lashburn and Railway Station..... | A. B. Klombies. | 150 yds. | 6 | 8 " 17 days (to Mar. 17, '07) | 111 50 |
| do do..... | do..... | 150 yds. | 14 | 14 days (from Mch 17, '07) | 14 00 |
| Lavoy and Railway Station..... | G. Walz..... | 150 yds. | 6 | 2 months 5 days (to Sept. 5, '06) | 14 25 |
| do do..... | do..... | 150 yds. | 12 | 3 " 25 days (to Dec. 31, '06) | 50 00 |
| do do..... | P. J. Ingham... | 150 yds. | 12 | 1 " 3 days (to Feb. 3, '07) | 14 50 |
| do do..... | F. Bentley..... | 150 yds. | 6 & 14 | 1 " 25 days (from Feb. 3, '07) | 16 00 |
| Leavings and Railway Station..... | R. Laughton... | 100 yds. | 6 | 2 " 11 days (to Sept. 11, '06) | 15 50 |
| do do..... | do..... | 100 yds. | 12 | 6 " 19 days (from Sept. 11, '06) | 86 25 |
| Leavings and Rocky Coulee..... | A. Russell..... | 14 | 1 | 9 " " | 86 25 |
| Leavings and Round Up..... | R. Baird..... | 13 | 2 | 9 " " | 156 00 |
| Leduc and Railway Station..... | R. T. Telford... | $\frac{1}{2}$ | as req. | 9 " " | 117 36 |
| Legal and Morinville..... | J. Houle..... | 12 | 1 | 9 " " | 75 00 |
| Lethbridge and Railway Station... | R. V. M. Stewart | $\frac{1}{2}$ | as req. | 9 " " | 419 41 |
| Lethbridge and Street Letter Boxes | R. J. Baldry... | 4 | 7 | 3 " (from Jan. 1, '07) | 56 25 |
| Lewisville and Wetaskiwin..... | J. H. Meade.... | 17 | 2 | 9 " " | 225 00 |
| Lingham and Okotoks..... | H. Bescoby..... | 23 | 1 | 9 " " | 122 25 |
| Livingstone and Lundbreck..... | J. C. Allison.... | 12 | 2 | 9 " " | 195 00 |
| Lloydminster and Union Lake..... | L. G. Lovell.... | 35 | 1 | 9 " " | 221 25 |
| Lloydminster and Railway Station. | W. R. Thompson | 150 yds. | as req. | 9 " " | 166 67 |
| Lloydminster and Sayers..... | G. W. Miller.... | 42 | | Bal. due from 1905-06... | 7 00 |
| Lloydminster and Streamstown.... | F. Weir..... | 13 | 1 | 7 mos. (from Sept. 1, '06) | 58 33 |
| Loganton and Saskatoon..... | W. J. Russell.... | 35 | 1 | 8 " (to Mar. 18, '07) | 299 83 |
| do do..... | do..... | 35 | 2 | 13 days from " " | 30 33 |
| Lundbreck and Railway Station... | W. H. Rogers... | $\frac{1}{2}$ | 14 | 9 months " | 137 00 |
| Luxemburg and Railway Station.. | H. Ashcroft.... | 8 | 1 | 4 " (from Dec. 1, '06) | 20 00 |
| Macleod and Orton..... | J. Orr..... | 7 | 3 | 1 " (from Mar. 1, '07) | 10 41 |
| Macleod and Railway Station..... | W. J. Davis.... | 2 | as req. | 9 " " | 414 72 |
| Macleod and Spring Point..... | J. M. Bratton... | 27 $\frac{1}{2}$ | 1 | 9 " " | 232 50 |
| Macleod and Stand Off..... | G. Pearson..... | 18 | 1 | 9 " " | 150 00 |
| Magrath and Railway Station..... | A. Mercier..... | $\frac{3}{4}$ | 6 | 9 " " | 175 50 |
| Maidstone and Railway Station.... | W. Small..... | 40 yds. | 6 | 9 " " | 87 74 |
| Mannville and Railway Station..... | J. E. Williams.. | 200 yds. | as req. | 9 " " | 162 75 |
| Mannville and Saltaux..... | J. Young..... | 15 | 1 | 8 " (to Feb. 28, '07) | 66 66 |
| do do..... | do..... | 16 | 1 | 1 " from " " | 10 41 |
| Maple Creek and Railway Station.. | W. A. Douglas.. | $\frac{1}{2}$ | as req. | 9 " " | 229 56 |
| Markerville and Raven..... | S. G. Blakkolt.. | 16 $\frac{1}{2}$ | 1 | 3 " (to Sept. 30, '06) | 30 50 |
| do do..... | W. O. Berry.... | 16 $\frac{1}{4}$ | 1 | 6 " from " " | 61 00 |
| Marlborough and Moose Jaw..... | J. G. Beesley... | 14 | 1 | 6 " 19 d. (to Jan 19, '07) | 57 48 |
| Marshall and Railway Station..... | G. Pope..... | 150 yds. | 1 | 2 " (to Sept. 30, '06) | 4 33 |
| do do..... | A. M. Smith.... | 145 yds. | 6 & 12 | 6 " from " " | 55 20 |
| Marysville and Railway Station.... | E. J. Clayton.. | $\frac{1}{2}$ | 12 | 9 " " | 117 00 |
| Maymount and New Ottawa..... | H. Johnston.... | 19 | 1 | 9 " " | 180 00 |
| Maymount and Railway Station.... | R. McLaren.... | 200 yds. | 6 | 9 " " | 45 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division,
 &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|--------------------|------------------------|---------------------------------|---------|
| | | | | | \$ cts. |
| Mayook and Catching Post. | R. B. Benedict. | 2 | 7 | 9 months. | 18 75 |
| Mayton and Olds. | G. S. Herdman. | 17½ | 2 | 9 " | 112 50 |
| Medicine Hat and Railway Station | F. F. Fatt. | | 9 | as req. | 435 60 |
| Medicine Hat and Stearford. | F. Kennedy. | 80 | 9 | mtly | 150 00 |
| Michel and Railway Station. | M. E. Gammage | 300 yds. | 14 | 9 " | 65 63 |
| Midnapore and Railway Station. | S. W. Shaw. | 100 yds. | 12 | 9 " | 46 97 |
| Millet and Railway Station. | W. F. Blades. | 94 yds. | 12 | 9 " | 84 51 |
| Millward and Morley. | J. McDougall. | 3 | 2 | 4 " (to Oct. 31, '06). | 33 66 |
| Minburn and Railway Station. | H. M. Hilliker. | 150 yds. | 6 | 6 " (from Oct. 1, '06). | 25 00 |
| Molstad and Railway Station. | O. Molstad. | 100 yds. | 6 | 6 " 24 d. (to Mar. 24, '07). | 47 92 |
| do do | do do | 100 yds. | 12 | 7 days from " | 3 30 |
| Moose Jaw and Point Elma. | C. E. Rigden. | 15 | 1 | 6 mos. 19 d. (to Jan. 19, '07). | 62 50 |
| Moose Jaw and Railway Station. | J. H. Grayson. | ½ | 35 | 9 " | 342 50 |
| Moose Jaw and Street Letter Boxes | J. B. McCammond. | 6 | 14 | 6 " 10 d. (from Sept. 21, '06). | 263 58 |
| Moose Jaw and Tuxford. | A. E. Eaton. | 15 | 2 | 2 " 9 d. (from Jan. 23, '07). | 58 88 |
| Moose Jaw and Westview. | E. J. Cudmore. | 18½ | 1 | 4 " (to Oct. 31, '06). | 66 66 |
| Moose Jaw and Wood Mountain. | M. Rapelje. | 134 | 4 | ftly 9 " | 431 25 |
| Morley and Railway Station. | F. Kidd. | 100 yds. | 14 | 9 " | 135 00 |
| Morinville and St. Albert. | L. Langevin. | 55½ r. t. | 2 | 9 " | 276 75 |
| Morningside and Railway Station. | E. H. Matthias. | ½ | 12 | 9 " | 105 30 |
| Morrissey and Railway Station. | J. Illingworth. | ½ | 14 | 9 " | 131 25 |
| Morse and Railway Station. | C. A. Prall. | 100 yds. | 7 | 4 " (from Dec. 1, '06) | 12 10 |
| Mortlach and Catching Post. | E. B. Tedford. | 200 yds. | 12 | 3 " 14 d. (to Oct. 14, '06). | 36 00 |
| do do | do | 234 yds. | 12 | 4 " 8 d. (to Feb. 22, '07). | 56 50 |
| do do | T. W. Bradley. | 234 yds. | 12 | 1 " 6 d. from " | 22 00 |
| Mountain Mill and Pincher Creek. | A. Scobie. | 10 | 1 | 9 " | 78 00 |
| Monvel and Stettler. | V. Coteau. | 15 | 1 | 4 " (from Dec. 1, '06) | 25 00 |
| Moyie and Railway Station. | O. F. Desaulnier | 510 yds. | 14 | 9 " | 206 25 |
| Mundare and Railway Station. | J. S. McCallum. | 200 yds. | 6 | 5 " 17 days (to Mar. 17, '07). | 23 05 |
| do do | do | 200 yds. | 14 | 14 days from " | 4 53 |
| Murray Valley and Olds. | F. M. Strong. | 9½ | 1 | 20 " (to July 20, '06) | 4 24 |
| do do | A. Murray. | 9½ | 1 | 8 mos., 11 days from " | 54 26 |
| Nanton and Railway Station. | W. White. | 72 yds. | 12 | 9 " | 90 04 |
| Nanton and Willows. | D. S. McIntosh. | 22 | 1 | 9 " | 225 00 |
| Negusville and New Hillsdale. | A. Smith. | 9 | 1 | 6 " (from Oct. 1, '06) | 39 00 |
| New Hillsdale and Wheatfield | do | 7 | 1 | 9 " | 48 75 |
| New Norway and Bittern Lake Railway Station. | W. Ruttie. | 14 | 2 | 9 " | 234 00 |
| New Ottawa and Redberry | H. Ashcroft. | 8 | 1 | 3 " (to Nov. 30, '06). | 15 00 |
| North Battleford and Railway Station. | Leask & Sons. | 300 yds. | as req. | 9 " | 338 84 |
| North Battleford and Rocliffe. | W. E. Waterhouse. | 9 | 1 | 3 " (to Sept. 30, '06). | 25 00 |
| do do | J. Parker. | 12 | 1 | 2 " (from Feb. 1, '07). | 16 66 |
| Notre Dame de Savoie and Red Willow. | M. Ferroux. | 17 | 1 | 9 " | 147 00 |
| Noyes Crossing and Villeneuve. | D. E. Noyes. | 14 | 1 | 7 " (from Sept. 1, '06) | 23 33 |
| Ohatou and Railway Station. | O. E. Lee. | 100 yds. | 6 | 7 " from " | 18 10 |
| Oil City and Pincher Creek. | W. R. Dobbie. | 45 | 1 | 9 " | 327 00 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------------------|--------------------------------|------------------------|-----------------------------------|---------|
| | | | | | \$ cts. |
| Okotoks and Railway Station..... | J. Paterson..... | 3 ¹ / ₂ | 12 | 9 months..... | 202 30 |
| Olds and Mound | L. N. Fifield | 55 | 2 | 8 " (from Aug. 1, '06) | 266 66 |
| Olds and Railway Station..... | J.W. Silverthorn..... | 7 ¹ / ₂ | as req | 9 " | 218 00 |
| Oliver and Tessier | A. Cucuy..... | 42 | 1 | 6 " (from Oct. 1, '06) | 190 90 |
| Palliser and Railway Station..... | M. McAlpin..... | 4 | 14 | 9 " | 60 00 |
| Parkbeg and Railway Station | J. McFadyen..... | 3 ³ / ₁₀ | 7 | 9 " | 18 75 |
| Parkland and Railway Station..... | W. D. Sharman..... | 200 yds. | 12 | 1 " (from Mar. 1, '07) | 3 91 |
| Pasqua and Railway Station..... | J. Slemmon..... | 150 yds. | 12 | 9 " | 116 66 |
| Paynton and Railway Station..... | A. M. Black..... | 300 yds. | 6 & 12 | 9 " | 252 00 |
| Paynton and Wilbert..... | J. Rea..... | 35 | 1 | 3 " (to Sept. 30, '06). | 100 00 |
| do do | do | 37 | 1 | 18 days (to Oct. 18, '06).. | 20 55 |
| do do | do | 41 | 1 | 5 mos. 13 ds. from " | 212 13 |
| Peace River Crossing and Spirit River | W. English..... | 75 | nthly | 9 " | 360 00 |
| Penhold and Pine Lake | D. Logan | 19 | 2 | 9 " | 256 66 |
| Penhold and Railway Station..... | G. Fleming..... | 1 ¹ / ₂ | 12 | 9 " | 234 00 |
| Pincher Creek and Railway Station | W. R. Dobbin | 2 ¹ / ₂ | 14 | 9 " | 383 60 |
| Pincher Creek and Summerview..... | F. W. Haire..... | 10 | 1 | 9 " | 71 25 |
| Pincher Creek and Yarrow..... | T. F. Upton | 24 | 1 | 9 " | 150 00 |
| Pincher Station and Railway Station | J. W. McKnight..... | 100 yds. | 12 | 8 " (from Aug. 1, '06) | 40 00 |
| Ponoka and Railway Station..... | F. E. Algar | 35 | as req | 9 " | 261 60 |
| Ponoka and Usona | A. Osterland | 16 | 1 | 9 " | 75 00 |
| Pozerville and Soda Creek..... | R. Taylor | 12 | 1 | 1 " 17 d. (fr. Dec. 15, '06)..... | 21 00 |
| Prague and Mary Lake..... | W. G. Merta..... | 9 | 1 | 7 " 17 d. (fr. Aug. 15, '06)..... | 48 96 |
| Radisson and Railway Station..... | J. B. Stevenson..... | 500 ft. | 12 | 5 " 7 d. (to Dec. 7, '06) | 80 45 |
| do do | do | 500 ft. | 14 | 24 days (to Dec. 31, '06).. | 16 80 |
| do do | J. E. Baker..... | 500 ft. | as req | 3 months fr. " | 42 76 |
| Ranfurly and Railway Station..... | J. S. Wood..... | 150 yds. | 6 | 6 " 17 d. (to Mar. 17, '07)..... | 27 21 |
| do do | do | 150 yds. | 14 | 14 d (fr. Mar. 17, '07)..... | 4 53 |
| Ranfurly and Viking..... | L. H. Keneppe..... | 22 | 1 | 4 mos. (fr. Dec. 1, '06)..... | 51 67 |
| Raymond and Railway Station..... | C. McCarty | 3 | 6 | 3 " (to Sept. 30, '06). | 51 66 |
| do do | C. W. Card..... | 3 | 6 | 4 " (to Jan. 31, '07) .. | 66 66 |
| do do | G. H. Zfelt..... | 3 | 6 | 2 " fr. " | 30 00 |
| Raymond and Sterling | W. Hobbs..... | 7 | 3 | 9 " | 234 00 |
| Red Deer and Railway Station..... | H. H. Gaetz..... | 1 | as req | 9 " | 327 00 |
| Red Willow and Stettler..... | Smith & Tice..... | 16 | 1 | 7 " (fr. Sept. 1, '06).. | 120 00 |
| Red Willow and Wessington..... | B. W. Overell | 9 | 1 | 9 " | 78 00 |
| Reid Hill and Stavelly..... | R. W. Bartlett..... | 40 | 1 | 9 " | 337 50 |
| Riabey and Springdale | E. B. Sisty..... | 14 | 1 | 2 " (to Aug. 31, '06). | 16 66 |
| do do | do | 18 | 1 | 7 " from " | 83 74 |
| Rivière qui Barre and St. Albert..... | P. Poirier | 21 | 1 | 9 " | 150 00 |
| Rogers Pass and Railway Station..... | C. D. Morris..... | 400 yds. | 11 | 9 " | 41 25 |
| Rosenthal and Stony Plain | H. Schlitt | 5 ¹ / ₂ | 1 | 9 " | 37 50 |
| Ruddell and Railway Station | R. E. Lowrey..... | 65 yds. | 6 | 9 " | 53 32 |
| Rudy and Zealandia..... | L. Fisher..... | 32 | 1 | 9 " | 288 85 |
| Rush Lake and Railway Station..... | C. R. Todd..... | 50 yds. | 14 | 2 " 2 days (to Sept. 2, '06)..... | 5 21 |
| do do | M. C. Berry | 50 yds. | 14 | 4 months from Dec. 1, '06 | 10 00 |
| Ryan and Catching Post | A. Moffat | 100 yds. | 14 | 9 " | 0 75 |
| Saddle Lake and St. Paul de Metis..... | J. Therien..... | 20 | 1 | 9 " | 117 00 |
| Sandstone and Catching Post | Alberta Portland Cement Co. | 200 ft. | 12 | 1 " (from Mar. 1, '07) | 0 08 |

APPENDIX B—Continued.

VANCOUVER POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, made within the year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------------------|--------------------|------------------------|---|-----------|
| | | | | | § cts. |
| Abbotsford and Otter | B. Norman | 13½ | 2 | 9 months | 195 75 |
| Abbotsford and Peardonville | R. Peardon | 7 | 2 | 9 " | 90 00 |
| Abbotsford and Railway Station | P. McCullough | 50 yds. | 12 | 9 " | 30 00 |
| Abbotsford and Straiton | M. E. Straiton | 7 | 1 | 9 " | 75 00 |
| Abbotsford and Upper Sumas | A. Boley | 5 | 3 | 9 " | 120 00 |
| Adelaide and Mount Pleasant | S. Miller | 1½ | 6 | 9 " | 56 25 |
| Agassiz and Railway Station | S. G. Hoffard | 100 yds. | 14 | 9 " | 45 00 |
| Ainsworth and Wharf | J. Henry | 1 | 12 | 9 " | 135 00 |
| Albert Canyon and Railway Station | B. Green | 1 | 7 | 5 " (to Nov. 30, '06). | 12 50 |
| do do | A. E. Sharpe | 1 | 7 | 1 " 27 dys. (to Jan. 27, '07) | 4 75 |
| do do | do | 1 | 14 | 2 " 4 d. (from Jan. 27, '07) | 10 50 |
| Alexandria and Kersley | B. C. Express Co. | 20 | 2 | 4 " (to Oct. 31, '06) | 200 00 |
| Alexis Creek and Chezacut | F. C. Copeland | 50 | 2 | 9 mthly | 93 75 |
| Alluvia and Cloverdale | J. A. Wilson | 11¾ | 2 | 9 " | 136 89 |
| Anaconda and Mail Catch Post | L. A. Smith | 165 yds. | 12 | 9 " | 75 00 |
| Armstrong and Falkland | R. L. Lucas | 25 | 2 | 9 " | 221 25 |
| Armstrong and Railway Station | J. M. Wright | 50 yds. | as req. | 9 " | 45 00 |
| Arrowhead and Beaton Str. Land- ing | The Bowman Lumber Co. | 1 | 12 | 9 " | 156 00 |
| Arrowhead and Comaplix | The Bowman Lumber Co. | 16 | 6 | 9 " | 936 00 |
| Arrowhead and Railway Station and Wharf | L. H. Fraser | ¼ & ¾ | 14 | 9 " | 90 00 |
| Ashcroft and Railway Station | W. H. Kipp | 200 yds. | 21 & 14 | 9 " | 160 92 |
| Ashcroft, Clinton and Barkerville | B. C. Express Co. | 255 | Vary- ing freq. | 9 " | 18,562 50 |
| Balfour and Wharf | J. W. Gallup | 100 yds. | as req. | 9 " | 27 00 |
| Barnet and Railway Station | H. DePencier | 75 yds. | 24 | 9 " | 37 50 |
| Beaton and Cambourne | E. J. Branford & Co. | 7 | 6 | 9 " | 206 25 |
| Beaton and Ferguson | F. T. Abey | 17 | 6 | 9 " | 671 25 |
| Big Creek and Hanceville | H. E. Church | 20 | fortly | 2 " (from Feb. 1, '07) | 20 83 |
| Black Pines and Kamloops | W. C. Graham | 24 | 1 | 3 " (to Sept. 30, '06). | 58 75 |
| do do | do | 25 | 1 | 6 " from " | 122 38 |
| Blucher Hall and Kamloops | G. A. Graham | 53 | ftly s. mthly | w. 5 " (to Nov. 30, '06). | 114 58 |
| Boswell and Wharf | E. Ginol | 1 | 2 | 1 " (from Mar. 1, '07) | 3 33 |
| Boundary Falls and Mail Catch Post | W. W. Craig | 200 yds. | 6 | 9 " | 112 50 |
| Britannia Beach and Wharf | J. W. Lee | 1 | 12 | 3 " (from Jan. 1, '07) | 19 50 |
| Burnaby Lake and Railway Station | M. S. Woodward | 2 | 6 | 9 " | 75 00 |
| Burquitlan and Sapperton | P. Lawson | 3 | 3 | 9 " (from Oct. 1, '06) | 50 00 |
| Burton and Edgewood | F. Daly | 21 | 9 | trips | 225 00 |
| Burton and Nakusp | J. Bourgevis | 1 | 4 | " | 50 00 |
| Burton and Steamer Landing | P. McDonald | 1 | 2 | 1 month (to July 31, '06) | 6 67 |
| do do | A. Nicholas | 1 | 2 | 8 " (broken period) | 44 89 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips Miles. | Period. | Amount. |
|--|---------------------|--------------------|---------------------|--|---------|
| | | | | | § cts. |
| Cahilty's and Kamloops. | G. A. Graham. | 56 | fortly | 4 mos. (from Dec. 1, '06) | 141 67 |
| Camp McKinney and Sidley | R. G. Sidley. | 10 | 1 | 9 " | 117 00 |
| Carmi and Rock Creek | D. O. McKay. | 41 | 1 | 9 " | 292 50 |
| Carson and Marcus and Republic R.P.O. | E. A. McAulay. | | 14 | 9 " | 137 00 |
| Cascade and Railway Station | J. A. Bertois. | | 12 | 9 " | 179 25 |
| Castlebar and Railway Station | W. J. Farmer | | 12 | 9 " | 60 00 |
| Cedar Cove and Mail Catch Post | W. Seidelman | 150 yds. | 12 | 9 " | 30 00 |
| Central Park and Railway Station | C. G. L. Reid. | 500 yds. | 12 | 9 " | 88 50 |
| Chilliwack and Munro | A. Martin | 11 | 3 | 6 " 27 dys. (to Jan. 27, '07) | 115 00 |
| do do | do | 11 | 6 | 2 " 4 dys. (from Jan. 27, '07) | 70 00 |
| Chilliwack and Railway Station | Harrison & Menten. | 6 | 7 | 9 " | 622 66 |
| Chilliwack and Sumas. | J. A. MacLeod. | 6 | 6 | 9 " | 227 28 |
| China Creek and Railway Station | R. Stewart | 50 yds. | 7 | 9 " | 75 00 |
| Clayburn and Railway Station | A. Morrison | 1½ | 6 | 4 " (from Dec. 1, '06) | 0 33 |
| Clayton and Railway Station | H. H. Cooper. | | 4 | 9 " | 89 70 |
| Cloverdale and Clover Valley | J. Armstrong. | 2½ | 2 | 9 " | 60 00 |
| Cloverdale and Railway Station | W. G. Williams. | 500 yds. | 6 | 9 " | 56 16 |
| Club Landing and Wharf. | J. P. Woodward | 200 yds. | 4 | 9 " | 30 00 |
| Comaplix and Wharf | Bowman Lum-ber Co. | ¼ | 6 | 3 " (from Jan. 1, '07) | 25 00 |
| Coquitlan and Railway Station | J. Rowland | 50 yds. | 14 | 6 9 " | 41 25 |
| Coutlee and Mammette Lake | L. Quenville. | 23 | 1 | 9 " | 253 50 |
| Coutlee and Voght Valley | C. M. Newkirk | 32 | 1 | 9 " | 195 00 |
| Crawford Bay and Gray's Creek Landing | J. E. Houghton. | 5 | 2 | 3 " (to Sept. 30, '06). | 19 50 |
| Crawford Bay and Lynchville Str. Landing | do | 4 | 2 | 6 " from " | 39 00 |
| Creighton Valley and Lumby | A. J. Barbe. | 10 | 1 | 9 " | 37 50 |
| Deadwood and Greenwood | J. H. McNeil. | 3 | 3 | 9 " | 112 50 |
| Deer Park and Tunnel | H. J. Hamblin. | | | Special service | 65 00 |
| Deer Park and Wharf | W. Burgh | ½ | 3 & 2 | 6 months and 16 dys. (to Jan. 16, '07) | 17 64 |
| Delta and Ladner | G. Denis | 6½ | 2 | 6 " (to Dec. 31, '06). | 62 50 |
| Deroche and Mail Catch Post | C. J. Cooper. | 50 yds. | 6 & 12 | 9 " | 69 39 |
| Deroche and Nicomin | A. D. Cooper. | 4 | 3 | 9 " | 99 45 |
| Dewdney and Hatzic Prairie | G. Rouleau. | 5½ | 2 | 9 " | 90 00 |
| Dewdney and Mail Catch Post | J. Barker. | | 12 | 9 " | 117 00 |
| Dog Creek and Gang Ranch. | J. D. Prentice. | 12 | 1 | 9 " | 90 00 |
| Douglas Lake and Quilchena. | J. B. Greaves. | 22 | 1 | 9 " | 112 50 |
| East Burnaby & New Westminster. | G. H. Leaf | 2 | 6 | 9 " | 75 00 |
| Edgewood and Steamer Wharf. | W. Williams. | 4½ | 2 | 6 " and 17 days (to Jan. 17, '07) | 32 67 |
| Eholt and Railway Station | D. R. McElmon. | 300 yds. | 12 | 9 " | 157 50 |
| Enderby and Railway Station | H. W. Harvey. | 75 yds. | as req. | 9 " | 45 00 |
| Epworth and Railway Station | R. Frost. | 50 yds. | 6 | 9 " | 30 00 |
| Erie and Railway Station | J. R. Humnax. | 100 yds. | 12 | 9 " | 39 00. |
| Fairview and Penticton | W. B. Hine. | 32 | 3 | 9 " | 708 75 |
| Falkland and Slahaltkan | W. G. Simpson. | 4 | 1 | 9 " | 26 25 |
| Ferguson and Trout Lake | F. T. Abey. | 4 | as req. | 28 trips. | 56 00 |
| Fife and Railway Station | D. Dunbar. | 100 yds. | 12 | 9 months | 37 50 |
| Fire Valley and Mail Steamer | R. Shiel | ½ | 2 | 3 mos. (to Sept. 30, '06) | 19 50 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------------------------|---------------------|------------------------|---------------------------------------|---------|
| | | | | | 8 cts. |
| Kelowna and Wharf..... | E. R. Bailey .. | 100 yds. | 6 | 9 months..... | 45 00 |
| Keremeos and Similkameen..... | D. McCurdy .. | 15 | 1 | 9 "..... | 78 00 |
| Koch Siding and Railway Station..... | G. Cormier .. | 25 yds. | 6 | 9 "..... | 75 |
| Kokanee and Wharf..... | C. W. Busk..... | 300 yds. | 4 | 9 "..... | 30 00 |
| Knalt and Mail Catch Post..... | J. Carlin .. | 50 yds. | 7 | 9 "..... | 15 00 |
| Kuskanook and Kootenay Landing..... | C. Wright..... | 4 | 2 | 9 "..... | 58 50 |
| Ladner and Mail Steamer..... | A. Taylor..... | 250 yds. | 12 | 9 " (broken period)..... | 103 75 |
| Langley and Langley Prairie..... | A.F. McCrimmon | 6 $\frac{3}{4}$ | 3 | 9 "..... | 93 75 |
| Langley and Railway Station..... | J. Taylor..... | 3 $\frac{1}{2}$ | 6 | 9 "..... | 327 60 |
| Lardo and Railway Station..... | C. McDonald .. | 200 yds. | 6 | 9 "..... | 46 80 |
| Lardo and Wharf..... | do..... | 200 yds. | 6 | 9 "..... | 46 80 |
| Lillooet and Lytton..... | P. Rebagliati .. | 47 | 2 | 9 "..... | 449 61 |
| Lillooet and Pemberton Meadows..... | F. Sam..... | 75 | fntly and m'tly | 9 "..... | 225 00 |
| Lindell and Sardis..... | S. Edstrom..... | 12 | 1 | 9 "..... | 45 00 |
| Lulu Island and Steveston..... | J. P. Bowditch .. | 1 | 6 | 9 "..... | 45 00 |
| Lumby and Mabel Lake..... | W. G. Proctor .. | 16 | 1 | 9 "..... | 97 50 |
| Lumby and Vernon..... | J. Genier..... | 16 | 3 | 9 "..... | 187 50 |
| Lynn Creek and North Vancouver..... | A. Sugden..... | 4 | 3 | 9 "..... | 112 50 |
| Lytton and Railway Station..... | B. Brophy..... | $\frac{1}{4}$ | 14 | 9 "..... | 135 00 |
| Majuba Hill and Sardis..... | W. Chadsey .. | 8 $\frac{1}{2}$ | 2 | 3 " (to Sept. 30, '06)..... | 36 00 |
| do do..... | L. E. Chadsey .. | 8 $\frac{1}{2}$ | 2 | 6 " from "..... | 72 00 |
| Malakwa and Mail Catch Post..... | G. W. Hall..... | 90 yds. | 7 | 3 " (to Sept. 30, '06)..... | 13 50 |
| do do..... | J. Lidstone..... | 90 yds. | 7 | 6 " from "..... | 50 00 |
| Mara and Railway Station..... | M. E. Rosoman .. | $\frac{3}{4}$ | 6 | 9 "..... | 56 25 |
| Matsqui and Mail Catch Post..... | A. O. Houghen .. | 85 yds. | 12 | 9 "..... | 30 00 |
| Midway and Railway Station..... | C. M. Crouse .. | $\frac{3}{4}$ | 12 | 3 " (to Sept. 30, '06)..... | 45 00 |
| do do..... | Broomfield and Garrison..... | $\frac{3}{4}$ | 12 | 6 " from "..... | 90 00 |
| Midway and Sidley..... | E. M. Cudworth .. | 27 | 2 | 9 "..... | 622 50 |
| Millside and Railway Station..... | A. H. Joseph..... | $\frac{1}{3}$ | 12 | 9 "..... | 7 25 |
| Mission City and Mount Lehman..... | N. Craig..... | 4 | 3 | 9 "..... | 172 50 |
| Mission City and Railway Station..... | J. Plumridge .. | 100 yds. | 14&28 | 9 "..... | 124 56 |
| Monte Creek and Railway Station..... | W. Plumm..... | 135 yds. | 15 | 9 "..... | 150 00 |
| Nakusp and Railway Station and Wharf..... | F. W. Jordan..... | 100 and 300 yds. | 7 & 14 | 9 "..... | 112 50 |
| Needles and Mail Steamer..... | R. Shiell..... | 2 $\frac{1}{2}$ | 2 | 3 " 17 days (to Jan. 17, '07)..... | 22 97 |
| Nelson and Railway Stn. (C.P.R.)..... | Nelson Freight & Transfer Co..... | $\frac{1}{2}$ | as req. | 9 "..... | 643 50 |
| do (N. & F.S. Ry.)..... | do..... | $\frac{1}{2}$ | do | 9 "..... | 279 40 |
| Nelson and Wharf..... | do..... | $\frac{1}{2}$ | 30 | 9 "..... | 293 00 |
| New Denver and Wharf..... | J. Delaney..... | $\frac{1}{2}$ | 24&12 | 9 "..... | 127 17 |
| New Westminster and Railway Station (C.P.R.)..... | F. E. Cameron..... | $\frac{1}{4}$ | 14&17 | 9 "..... | 180 84 |
| New Westminster and Railway Station (N.W. & S.)..... | do..... | 1 | 24 | 9 "..... | 337 50 |
| New Westminster and Steveston..... | J. Jordan..... | 20 | 16 | trips..... | 80 00 |
| New Westminster and Street Letter Boxes..... | A. Rae..... | | 6 | 9 months..... | 112 50. |
| New Westminster and Timberland..... | A. Buck..... | 4 $\frac{1}{2}$ | 2 | 9 "..... | 56 25 |
| Nicola and Princeton..... | N. P. Stewart .. | 7 $\frac{1}{2}$ | 1 | 9 "..... | 637 50 |
| Nicola Lake and Spence's Bridge..... | do..... | 48 | 1 | 9 "..... | 450 00 |
| Nicomekl and Railway Station..... | M. J. Picard..... | 65 yds. | 12 | 9 "..... | 45 00 |
| North Bend and Railway Station..... | W. Arnott..... | 200 yds. | 14 | 6 " (to Dec. 31, '06)..... | 20 00 |
| do do..... | E. B. Richardson | 200 yds. | 14 | 3 " from "..... | 10 00 |
| Notch Hill and Railway Station..... | C. Castle..... | 100 yds. | 7 | 9 "..... | 37 50 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount— \$ cts. |
|---|---------------------------|-------------------------------|------------------------|---------------------------------|--------------------|
| Okanagon and Vernon. | C. O'Keefe. | 8 | 2 | 9 months | 60 00 |
| Okanagon Landing and Railway Stn | T. R. Stanley. | 100 yds | as req. | 5 " (to Nov. 30, '06.) | 25 67 |
| do do | O. S. Mabee. | 100 yds. | do | 4 " from " " | 33 33 |
| Paterson and Railway Station. | W. M. Wood. | 50 yds | 14 | 3 " (from Jan. 1, '07) | 10 00 |
| Paulson and Mail Catch Post. | T. H. Paulson. | 50 yds. | 12 | 9 " " | 37 50 |
| Peachland and Steamer Wharf. | M. E. McDougald | 200 yds. | 6 | 9 " " | 37 50 |
| Peachland and Westbank. | N. S. Marshall. | 10 | 1 | 9 " " | 48 75 |
| Penticton, Princeton and Hedley. | W. E. Welby. | 75 & 23 | 1 & 2 | 9 " " | 1,762 50 |
| Penticton and Wharf. | do | 200 yds. | 6 | 9 " (broken period). | 138 43 |
| Perry Siding and Railway Station. | P. M. Schonberg | $\frac{1}{2}$ | 6 | 1 " (from Mar. 1, '07) | 2 50 |
| Phoenix and Railway Stn. (C. & W.) | W. R. Matheson | | 6 | 1 " (to July 31, '06). | 24 78 |
| do do do | D. J. McDonald | | 6 | 8 " from do " | 198 24 |
| do do do | (G. N.) M. McIntyre. | 200 yds. | 7 | 9 " " | 232 90 |
| Pilot Bay and Wharf. | C. V. Gagnon. | $\frac{1}{2}$ | 6 | 9 " " | 37 50 |
| Poplar Creek and Railway Station. | A. G. Johnston. | 100 yds. | 6 | 9 " " | 105 00 |
| Port Hammond and Railway Stn. | A. L. Lazenby. | 500 yds | 14 & 21 | 9 " " | 98 10 |
| Port Haney and Railway Station. | A. T. Charlton. | 150 yds. | 14 | 6 " (to Dec. 31, '06). | 30 00 |
| do do do | M. B. Charlton. | 150 yds. | 14 | 3 " from do " | 15 00 |
| Port Haney and Webster's Corners. | J. M. Webster. | $4\frac{1}{2}$ | 2 | 9 " " | 56 25 |
| Port Kells and Railway Station. | C. Wood. | $\frac{1}{2}$ | 6 | 1 " 15 days (to Aug. 15, '06). | 8 75 |
| do do do | J. W. Whyte. | 1 | 6 | 7 " 16 days (from Aug. 15, '06) | 43 75 |
| Port Moody and Mail Catch Post. | E. Bennett. | $\frac{1}{2}$ | 26 | 9 " " | 69 63 |
| Procter and Railway Station | T. G. Procter. | 100 yds. | 6 | 9 " " | 56 25 |
| Revelstoke and Big Bend. | B. Croover. | 70 | one in 4 wks. | 10 trips | 400 00 |
| Revelstoke and Railway Station. | E. W. B. Paget. | $\frac{1}{2}$ | as req. | 9 months. | 438 07 |
| Revelstoke and Street Letter box (No. 1) | do | | 14 | 9 " " | 56 25 |
| Revelstoke and Street Letter box (No. 2) | W. Bews. | | 14 | 9 " " | 0 75 |
| Roseberry and Railway Station and Wharf | W. E. Marshall. | $\frac{1}{2}$ & $\frac{1}{2}$ | 12 & 6 | 9 " " | 48 75 |
| Rossland and Railway Stations. | Rossland Trail Livery Co. | $\frac{1}{2}$ | as req. | 9 " " | 525 00 |
| Rossland and Smelter Junction | Henderson Bros. | | | Special service. | 10 00 |
| Ruby Creek and Railway Station. | H. Took. | 100 yds. | 6 | 9 months. | 18 75 |
| Ruskin and Mail Catch Post. | E. M. Heaps. | 100 yds. | 12 | 9 " " | 27 00 |
| St. Leon Hot Springs and Steamer Landing. | M. Grady. | 300 yds. | 14 | 9 " " | 0 75 |
| Salmo and Railway Station. | S. Ross. | 500 yds. | 12 | 9 " " | 37 50 |
| Salmon Arm and Railway Station. | S. M. McGuire. | 300 yds. | 14 | 9 " " | 75 00 |
| Salmon Arm and Silver Creek. | G. W. Armstrong | 10 | 1 | 3 " (to Sept. 30 '06). | 25 00 |
| do do do | J. Bolton | 10 | 1 | 4 " (to Feb. 28, '07). | 52 00 |
| do do do | J. L. Johnston. | 10 | 1 | 1 " from " " | 12 50 |
| Sandon and Railway Station | E. R. Atherton. | 150 yds. | 12 & 14 | 9 " " | 189 75 |
| Sapperton and Railway Station | F. Johnson. | 50 yds. | 18 | 9 " " | 30 00 |
| Savona and Railway Station. | G. V. Ogle. | 30 yds. | 14 | 9 " " | 67 50 |
| Shorts Point and Steamer Wharf. | R. N. Dundas. | $\frac{1}{2}$ | 2 | 2 " (to Aug. 31, '06). | 4 17 |
| do do do | M. McMullen. | $\frac{1}{2}$ | 2 | 7 " from " " | 14 58 |
| Shuswap and Railway Station. | S. Spence. | 200 yds. | 7 | 9 " " | 60 00 |
| Sticamoun and Railway Station. | D. McManus. | 400 yds. | as req. | 1 " 8 days to Aug. 8, '06 | 38 15 |
| do do do | D. Ross. | 400 yds. | do | 7 " 23 days (from Aug. 8, '06) | 176 42 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division.
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------------------|--------------------|------------------------|--|----------|
| | | | | | \$ cts. |
| Silverdale and Mail Catch Post.... | A. E. Skinner.. | $\frac{1}{4}$ | 6 | 9 months..... | 56 25 |
| Silverton and Wharf | J. A. McKinnon | $\frac{1}{4}$ | 24 | 9 "..... | 180 00 |
| Slocan and Railway Station and Wharf..... | D. McVannel.. | $\frac{1}{4}$ | 6 | 9 "..... | 135 00 |
| Slocan Junction and Railway Stn. | M. Anderson.... | 50 yds | 24 | 5 " (to Nov. 30, '06). | 16 67 |
| do do | O. W. Humphrey | 50 yds. | 24 | 4 " from "..... | 13 33 |
| South Vancouver and Vancouver .. | D. Beach..... | 5 | 3 | 9 "..... | 150 00 |
| Spences Bridge and Railway Stn. | A. Clemes..... | 50 yds. | 28 | 9 "..... | 103 81 |
| Spuzzum and Railway Station..... | W. E. Potter.... | 100 yds. | 14 | 9 "..... | 30 00 |
| Squamish and Wharf..... | D. Galbraith.... | 13 $\frac{1}{2}$ | 1 | 6 " (to Dec. 31, '06). | 13 00 |
| do do | do | 13 $\frac{1}{2}$ | 3 | 3 " from do..... | 19 50 |
| Steveston and Railway Station..... | E. Hunt..... | $\frac{1}{4}$ | 12 & 6 | 9 "..... | 47 96 |
| Steveston Rwy. Terminus and Wharf | do | $\frac{1}{4}$ | 6 | 9 " (broken period).. | 68 06 |
| Summerland and Wharf..... | R. H. English.. | $\frac{1}{4}$ | 6 | 9 "..... | 37 50 |
| Tarrys and Mail Catch Post..... | A. W. Fish..... | 100 yds | 6 | 6 " (from Oct. 1, '06) | 20 00 |
| Terra Nova and Vancouver..... | J. Mellis..... | 13 $\frac{1}{2}$ | 6 | 9 "..... | 234 00 |
| Three Forks and Railway Station.... | J. T. Kelly..... | $\frac{1}{4}$ | 12 | 9 "..... | 117 00 |
| Three Valley and Mail Catch Post.... | J. Lane..... | 50 yds. | 14 | 9 "..... | 30 00 |
| Thrms and Mail Catch Post..... | W. J. Collins.... | 350 yds. | 6 | 9 "..... | 58 50 |
| Trail and Railway Station..... | F. W. Brown.... | 500 yds. | 7 | 9 " (less \$13.34 over- paid in 1905-06)..... | 53 66 |
| Trail and Smelter Junction..... | J. F. Limberg.. | 2 | 13 | 3 months (to Sept. 30, '06 and arrears)..... | 117 69 |
| do do | Carr and Hoefer | 2 | 13 | 6 months fr. Sept. 30, '06 | 180 00 |
| Trout Lake and Steamer Wharf.... | F. T. Abey..... | 100 yds. | 6 | 6 " 17 days (to Jan. 17, '07)..... | 86 00 |
| Tynehead and Railway Station.... | D. M. Robertson | 3 | 2 r. t. | 1 months (to July 31, '06) | 8 33 |
| do do | T. H. Miller.... | 3 | 2 | 8 " from "..... | 66 67 |
| Vancouver and B.C. Elec. Ry. Ter- minus | Mainland Trans- fer Co..... | $\frac{1}{4}$ | As req | 8 trips..... | 2 00 |
| Vancouver and C.P. Ry. Station .. | do | $\frac{1}{4}$ | " | 9 months..... | 1,888 50 |
| Vancouver and China and Japan Mail Steamers | do | $\frac{1}{4}$ | " | 9 "..... | 151 50 |
| Vancouver and Granville St. Ry. St. Station | H. J. Foote.... | 1 | 24 & 12 | 9 "..... | 172 67 |
| Vancouver and G. N. Ry. Station.... | do | $\frac{1}{4}$ | as req | 3 " (to Sept. 30, '06). | 85 50 |
| do do | J. C. McMillan. | $\frac{1}{4}$ | " | 6 " from "..... | 541 87 |
| Vancouver—Conveyance of Letter Carriers | B. C. Elec. Ry. Co..... | | | 9 "..... | 308 79 |
| Vancouver, Branch and Sub-Offices, Street Letter and Parcel Boxes, Mount Pleasant and West Fair- view..... | H. J. Foote..... | | As req | 9 "..... | 1,062 01 |
| Vancouver, Special parcel delivery at Christmas..... | do | | | | 90 00 |
| Vancouver Ry. St'n. and Nanaimo Steamer Wharf..... | Gross & McNeil. | $\frac{1}{4}$ | 6 | 9 months..... | 134 25 |
| Vancouver and C.P. Ry. Skagway Steamer Wharf..... | Mainland Trans- fer Co..... | $\frac{1}{4}$ | as req | 9 "..... | 116 00 |
| Vancouver and Skagway Steamers. do | do | $\frac{1}{4}$ | " | 9 "..... | 16 00 |
| Vancouver and Squamish Str. Wharf | H. J. Foote.... | $\frac{1}{4}$ | " | 9 "..... | 51 50 |
| Vancouver and Union S.S. Co. Wharf | do | $\frac{1}{4}$ | 8 | 9 " less fine..... | 116 00 |
| do do | do | $\frac{1}{4}$ | as req | 9 "..... | 26 24 |
| (Bella Coola and Quathiaski Cove Mails). | | | | | |
| Vancouver, G. N. Ry. St'n. and C.P. R. Skagway Steamers..... | do | 1 | " | 30 trips..... | 30 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|---------------------|--------------------|------------------------|------------------------|-----------|
| | | | | | \$ cts. |
| Vernon and Railway Station | J. Harwood | 4 | " | 9 months | 146 25 |
| Waneta and Railway Station | F. Adie | 500 yds. | 12 | 9 " | 117 00 |
| Westley and Railway Station | J. G. Billings | 50 yds. | 12 | 9 " | 15 00 |
| Whonock and Mail Catch Post | W. Russell | 50 yds. | 12 | 9 " | 64 26 |
| William's Siding and Mail Catch Post | J. Williams | 150 yds. | 6 | 9 " | 18 75 |
| Willow Point and Steamer Wharf | C. W. West | 100 yds. | 2 | 9 " | 18 75 |
| Winlaw and Railway Station | J. B. Winlaw | 50 yds. | 6 | 9 " | 7 50 |
| Woodward and Wharf | W. M. McKenzie | 200 yds. | 2 | 3 " (to Sept. 30, '06) | 0 25 |
| do do | W. Gay | 200 yds. | 2 | 6 " from " | 0 50 |
| Yale and Railway Station | D. J. Creighton | 100 yds. | 14 | 9 " | 45 00 |
| Ymir and Railway Station | A. C. O'Neil | 250 yds. | 12 | 9 " | 93 75 |
| | | | | Total | 53,495 76 |

APPENDIX B—Continued.

VICTORIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Victoria Postal Division made within the year ended March 31, 1907.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week | Period. | Amount. |
|---|-----------------------------|--------------------|-----------------------|-------------------------|---------|
| | | | | | \$ cts. |
| Alberni and Beaver Creek..... | K. Dickson..... | 6½ | 2 | 9 months..... | 55 26 |
| Alberni and Nanaimo..... | Thompson & Scoville..... | 58 | 2 | 9 "..... | 539 25 |
| Alberni and New Alberni..... | do..... | 2½ | 2 | 9 "..... | 75 00 |
| Aldermere and Hazelton..... | G. Lacroix..... | 60 | 2 | 9 mthly..... | 225 00 |
| Bella Coola and Hagensborg..... | H. B. Christensen..... | 10 | as req. | 9 "..... | 62 00 |
| Brackendale and Squamish..... | T. H. Bracken..... | 7 | 1 | 3 trips..... | 1 50 |
| Brechin and Nanaimo..... | J. Watson..... | 2½ | 6 | 9 months..... | 117 00 |
| Bowen Island and Steamer Wharf.. | R. H. Green..... | ¼ | as req. | 9 "..... | 32 50 |
| Cedar and Stovely..... | H. Maguire..... | 3 | 1 | 9 "..... | 45 00 |
| Chemainus and Kuper Island..... | G. Douckeke..... | 5 | 1 | 9 "..... | 78 00 |
| Chemainus and Railway Station... | E. J. Palmer..... | ½ | 12 | 9 "..... | 90 00 |
| Cobble Hill and Railway Station.. | J. A. Porter..... | 40 yds. | 6 | 9 "..... | 30 00 |
| Coburn and Railway Station..... | Ladysmith Lumber Co..... | 2 | 12 | 7 " (from Sept. 1, '06) | 58 33 |
| Colquitz and Victoria..... | J. Freeman..... | 5 | 6 | 9 "..... | 150 00 |
| Comox and Parksville..... | A. B. Crump..... | 60 | 1 | 9 "..... | 465 00 |
| Comox and Sandwick (via Courtenay)..... | R. McQuillan..... | 4 | 2 | 9 "..... | 175 50 |
| Comox and Wharf..... | E. Holmes..... | ¼ | 2 | 9 "..... | 54 00 |
| Corfield and Railway Station..... | A. Reid..... | 1½ | 6 | 9 "..... | 74 25 |
| Cowichan Lake and Duncan's Stn.. | Price Bros..... | 21 | 6 | 9 "..... | 180 00 |
| | | | s. Ftly w. | | |
| Cowichan Station and Railway Stn. | P. Frumento..... | 75 yds. | 6 | 9 "..... | 30 00 |
| Cracroft and Wharf..... | J. Pope..... | 200 yds. | 1 | 3 " (to Sept. 30, '06). | 6 25 |
| do do..... | J. E. Merryfield..... | 200 yds. | 1 | 6 " from "..... | 12 50 |
| Crofton and Westholme Station... | M. Elliott..... | 4½ | 6 | 9 "..... | 225 00 |
| Cumberland and Railway Station.. | D. Kilpatrick..... | 1 | 4 | 9 "..... | 112 50 |
| Cumberland and Wharf..... | Wellington Colliery Co..... | 12 | 4 | 9 "..... | 180 00 |
| Demnan Island and Wharf..... | T. H. Piercy..... | ½ | 2 | 9 "..... | 60 00 |
| Duncan's Station and Mount Sicker | H. Keast..... | 8 | 6s. 3w. | 9 "..... | 300 00 |
| Duncan's Station and Railway Stn. | D. Ford..... | 200 yds. | 12 | 9 "..... | 75 00 |
| Duncan's Station and Tzouhalem... | W. Morley..... | 3 | 6 | 9 "..... | 131 25 |
| East Sooke and Main Post Road... | W. J. Burnett..... | 10 | 1 | 9 "..... | 93 75 |
| East Wellington and Northfield... | J. Wilson..... | 2 | 6 | 9 "..... | 75 00 |
| Errington and Main Post Road... | J. A. McCarter..... | 530 yds. | 4 | 9 "..... | 22 50 |
| Esquimalt and Victoria..... | H. W. Walker..... | 4 | 12 | 9 "..... | 270 00 |
| Extension and Nanaimo..... | A. J. McMillan..... | 8 | 2 | 9 "..... | 135 00 |
| French Creek and Parksville..... | A. B. Gurney..... | 4¾ | 4 | 1 " (to July 31, '06).. | 12 50 |
| do do..... | H. Pillar..... | 4¾ | 4 | 8 " from "..... | 100 00 |

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Victoria Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-------------------------------------|--------------------|------------------------|----------------------------------|---------|
| | | | | | \$ cts. |
| Ganges and Wharf | J. Malcolm | 100 yds. | 4 | 9 months | 18 75 |
| Gibson's Landing and Mail Steamer | E. Fletcher | 14 $\frac{1}{2}$ | 2 | 3 " (from Jan. 1, '07) | 13 00 |
| Goldstream and Railway Station | J. Phair | 6 $\frac{1}{2}$ | 6 | 9 " | 60 06 |
| Gordon Head and Victoria | N. D. Shaw | 6 $\frac{1}{2}$ | 6 | 9 " | 170 25 |
| Grantham and Sandwick | J. Blackburn | 5 $\frac{1}{2}$ | 2 | 9 " | 75 00 |
| Hagan and Railway Station (via Sluggett) | F. Young | 4 $\frac{1}{2}$ | 3 | 9 " | 105 00 |
| Happy Valley and Main Post Road | J. Walker | 2 $\frac{3}{4}$ | 2 | 9 " | 37 50 |
| Hartley Bay and Kitimaat | G. Read | 300 yds. | as req. | 3 " (to Sept. 30, '06) | 6 25 |
| do do | E. McCoskrie | 300 yds. | as req. | 6 " from | 12 50 |
| Hazelton and Manson Creek | R. S. Sargent | 190 | 3 | trips | 225 00 |
| Hazelton and Kitimaat | Mulvaney and Beims | 140 | 3 | " | 717 00 |
| Heal and Railway Station | C. Head | 1 $\frac{1}{2}$ | 2 | 9 months | 50 70 |
| Heriot Bay and Wharf | H. A. Bull | 20 yds. | 4 | 9 " | 9 00 |
| Hornby Island and Mail Steamer | T. E. Ford | 309 yds. | 2 | 9 " | 19 50 |
| Howe Sound and Wharf | N. Patterson | 400 yds. | 1 | 3 " (to Sept. 30, '06) | 6 25 |
| do do | E. Fletcher | 400 yds. | 1 | 3 " (to Dec. 31, '06) | 6 25 |
| Irvines Landing and Wharf | T. Dames | $\frac{1}{4}$ | 4 | 9 " | 39 00 |
| Keating and Railway Station | F. Young | 300 yds. | 6 | 9 " | 45 00 |
| Kitimaat and Wharf | D. Bower | 200 yds. | 3 | trips | 3 00 |
| Koksilah and Railway Station | J. Boal | 200 yds. | 6 | 9 months | 30 00 |
| Ladysmith and Railway Station | T. Cowan | 400 yds. | 12 | 9 " | 150 00 |
| Maple Bay and Somenos | G. Macneal | 4 | 3 | 9 " | 102 00 |
| Millstream and Raijway Station | E. Pike | 4 | 1 | 9 " | 22 50 |
| Milne's Landing and Victoria | E. Milne | 23 | 1 | 3 " (to Sept. 30, '06) | 50 00 |
| Mosquito Harbour and Wharf | Sutton Lumber & Trading Co. | 50 yds. | 1 | 9 " | 0 75 |
| Nanaimo and Railway Station | Thompson and Scoville | $\frac{1}{4}$ | 12 | 8 " | 153 00 |
| Nanaimo and Stovely | H. R. Bassett | 5 | 6 | 9 " | 75 00 |
| Nanaimo and Street Letter Boxes | Thompson and Scoville | | 9 | " | 221 25 |
| Nanaimo and Comox Str. Wharf | do do | 300 yds. | 4 | 9 " | 39 00 |
| Nanaimo and Vancouver Str. Wharf | do do | 300 yds. | 6 | 9 " | 123 00 |
| Nanoose Bay and Main Post Road | W. Roberts | 2 | 2 | 9 " | 56 25 |
| Northfield and Railway Station | J. Wilson | 1 | 6 | 9 " | 142 50 |
| North Saanich and Ry. Station | C. Q. Bown | 3 | 6 | 6 " (to Dec. 31, '06) | 60 00 |
| do do | H. Pye | 3 | 6 | 3 " from | 30 00 |
| Otter Point and Shirley | E. Clark | 6 | 1 | 9 " | 48 75 |
| Otter Point and Victoria | H. Clark | 35 | 2 | 9 " | 240 00 |
| Port Essington and Wharf | R. L. McIntosh | | 1 | Season 1906 | 4 00 |
| Port Hardy and Quatsino | H. O. Bergh | 16 | 1 | 2 trips | 30 00 |
| Port Neville and Steamer Wharf | H. Hansen | 50 yds. | 2 | 9 months | 11 25 |
| Retreat Cove and Mail Steamer | J. Shaw | $\frac{1}{2}$ | 1 | 9 " | 18 00 |
| Robert's Creek and Mail Steamer | J. F. Roberts | $\frac{1}{2}$ | 2 | 9 " | 18 75 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Victoria Postal Division,
&c.—Continued.

| Name of Route. | Name of Contractor. | Distance in miles. | Nc. of Trips per Week. | Period. | Amount. |
|--|----------------------------------|--------------------|------------------------|-------------------------|----------|
| | | | | | \$ cts. |
| Rocky Point and Victoria | T. Parker | 25 | 2 | 9 months | 183 75 |
| Roy and Mail Steamer | D. McGregor | 1 | 1 | 9 " | 18 75 |
| Royal Oak and Railway Station | W. E. Heal | 6 | 6 | 9 " | 75 00 |
| Shawnigan Lake and Ry. Station | A. Koenig | 50 yds. | 6 | 9 " | 22 50 |
| Sidney and Railway Station | J. J. White | 300 yds. | 6 | 9 " | 37 50 |
| Sointula and Wharf | J. F. Seevola | ftly. | 3 | " (to Sept. 30, '06) | 6 25 |
| Somenos and Railway Station | I. G. Macneal | 50 yds. | 12 | 9 " | 37 50 |
| South Pender and Mail Steamer | A. R. Spaulding | 1½ | 2 | 9 " | 18 00 |
| South Wellington and Ry. Station | J. W. Davis | ¼ | 12 | 7 " (from Sept. 1, '06) | 35 00 |
| Squamish and Upper Squamish | J. Madden | 24 | 1 | 8 " (from Aug. 1, '06) | 133 34 |
| Tod Inlet and Railway Station | W. S. Butler | 2½ | 6 | 9 " | 136 87 |
| Turgoose and Railway Station | F. Turgoose | 200 yds. | 6 | 9 " | 30 00 |
| Union Bay and Ry. Stn. and Wharf | G. Howe | ½ | 2 | 9 " | 37 50 |
| Vananda and Wharf | H. B. McLeod | 300 yds. | 4 | 9 " | 135 00 |
| Victoria and Ry. Station (E. & N.) | J. Porter | 1 | 6 | 9 " | 176 07 |
| do do (D. & S.) | H. Brown | 1 | 6 | 9 " | 112 50 |
| Victoria and Street Letter Boxes | S. E. King | | 9 | " | 630 00 |
| Victoria and Wharf | Vict. Transfer Co. | | 9 | " | 148 50 |
| Victoria-Conveyance of Letter Carriers | B. C. Electric Railway Co. | | 9 | " | 150 00 |
| Victoria-Special Christmas delivery | Pac. Transfer Co. | | | | 25 00 |
| Welcome Pass and Mail Steamer | C. Priestland | ¼ | 1 | 9 months | 18 75 |
| Wellington and Railway Station | J. Haggart | ¼ | 6 | 9 " | 54 00 |
| Westholme and Railway Station | G. A. Newhouse | 200 yds. | 12 | 9 " | 45 00 |
| Total | | | | | 9,860 57 |

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the Fiscal Year ended March 31, 1907.
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

| Name of Route. | Name of Contractor. | Distance in Miles. | Number of Trips per Week. | Period. | Amount. |
|--|---|--------------------|---------------------------|---------------------------------|----------|
| Alert Bay and Kingcombe Inlet. | Alert Bay Saw Mill Co. | 50 | Monthly..... | 9 months to March 31, 1907..... | \$ 37 50 |
| Banc St. Chair, Antecosti and Fox Bay. | Maritime and Commercial Co. of Lower St. Lawrence | 120 | " | Part of season 1906..... | 150 00 |
| Bell Fwari and Reoch's Point. | Thomas Ellis | 2 | 6 | " | 39 00 |
| British Columbia Services as follows (less \$6,63 in fines and deductions) | | | | | |
| Doer Park and Nakusp | Canadian Pacific Railway Co. | | | Season 1906 7..... | 212 40 |
| Gerard and Trout Lake | do | 73 | 3 | " | 88 23 |
| Kaslo and Lard. | do | 18 | 3 | 9 months to March 31, 1907..... | 126 36 |
| Kootenay Landing and Grays Creek. | do | 5 | 2 | " | 35 00 |
| Kootenay Landing and Lynedville | do | 2 | 2 | " | 1 60 |
| Kootenay Landing and Nelson | do | 32 | 7 | Part of season 1906..... | 1,124 80 |
| Nakusp and Arrowhead | do | 36 | 2 | 9 months to March 31, 1907..... | 482 40 |
| Nanaimo and Comox | do | 60 | 2 | 9 months to March 31, 1907..... | 936 00 |
| Nelson and Kaslo | do | 15 | 6 | " | 1,053 00 |
| New Westminster and Steveston. | do | 20 | 6 | " | 388 00 |
| Okanagon Landing and Penticton. | do | 60 | 3 | " | 702 00 |
| Robson and Arrowhead | do | 122 | 7 | Part of season 1906,..... | 1,708 00 |
| Shewan and Roseberry | do | 10 | 6 | 9 months to March 31, 1907..... | 935 00 |
| Vancouver and Nanaimo. | do | 80 | 7 | " | 1,801 50 |
| Vancouver and Victoria | do | 25 | 12 | " | 5,930 50 |
| Victoria, Naas Harbour and Skegway, &c. | do | 1,030,536 | 7 | " | 1,875 00 |
| Victoria and Seattle | do | 80 | Monthly..... | " | 2,545 88 |
| Bark Falls and Almie Harbour | T. H. Pringle | 40 | 6 | Part of season 1906..... | 782 50 |
| Collingwood, Midland, Penetanguishene, &c. | Northern Navigation Co. | 196 & 100 | Tri & Semi weekly | " | 892 85 |
| Cudler, Gore Bay and Kagawong | Purvis Brothers | 30 & 52 | 6 & 4 | " | 1,239 60 |
| Cudler and Mantowaning | Sims Brothers | 55 | 6 | " | 1,000 00 |
| Deseronto and Pictou. | Deseronto Navigation Co. | 22 | 6 | 9 months..... | 963 18 |
| Gananoque and Clayton | Thousand Islands Railway Co. | 12 | 6 | Part of season 1906..... | 150 00 |
| Gananoque and Thousand Islands | Geo. Funnell | 8 | 6 | " | 132 00 |
| Gore Bay and Thessalon | Purvis Brothers | 60 | 2 | " | 365 00 |
| Halifax and Boston, N. Y. | Canada Atlantic and Plant Steamship Co. | 389 | 1 | " | 32 79 |
| Halifax and Magdalen Islands | Magdalen Island Development Co. | | 1 | Special trip, season 1906..... | 250 00 |

APPENDIX B—Continued.
 Detail of all payments for Mail Transportation in the Dominion of Canada made within the Fiscal Year ended March 31, 1907.—Concluded.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

| Name of Route. | Name of Contractor. | Distance in Miles. | Number of Trips per Week. | Period. | Amount. |
|--|--|--------------------|---------------------------|-----------------------------|-----------|
| Hazleton and Port Essington. | Jas. Thomson | 180 | Monthly. | Part of season 1906. | \$ 685 00 |
| Kingston and Cape Vincent, &c. | M. H. Pedger | 18 & 28 | 12 & 6 | " | 1,100 00 |
| Kitimaat and Hardy Bay. | Capt. E. Mac Osberg | 15 | Monthly. | 9 months to March 31, 1907. | 315 00 |
| Lachine and Carillon. | Ottawa River Navigation Co. | 48 | 6 | Part of season 1906. | 225 00 |
| Lachine and Strevell. | F. Keefing | 6 | 6 | 9 months to March 31, 1907. | 127 20 |
| Ladkfeld, Burleigh Falls and Youngs Point. | P. P. Young | 10 | 6 | Part of season 1906. | 165 00 |
| Lindsay, Bolevayton and Sturgeon Point. | Trent Valley Navigation Co. | 21 & 12 | 12 & 6 | " | 117 00 |
| Laurdes du Blanc Sablon and Nadsashquan. | Joseph Hebert. | 271 | 1 per season. | " | 300 00 |
| Midland and Honey Harbour. | P. S. Grise | 12 | 6 | " | 20 00 |
| Montreal, Chicoutimi and Quebec. | Ridgheu and Ontario Navigation Co. | 111 & 180 | 1 & 6 | " | 6,071 40 |
| Nainimo, Gulf Islands and Sydney. | E. V. Bodwell. | 62 & 60 | 2 & 4 | 9 months to March 31, 1907. | 3,450 00 |
| Nelson and Gulf Landing. | Kadenay Railway & Navigation Co. | 16 | 2 | " | 108 80 |
| New Liskeard and Tomstown. | White River Mail Line Co. | 31 | Tri weekly. | Part of season 1906. | 58 50 |
| New Port and Georgeville. | Boston and Maine Railway | 10 | 6 | " | 99 20 |
| North Sydney and Port au Basque. | Roid Newfoundland Co. | 96 | Tri weekly. | 9 months to March 31, 1907. | 20,513 05 |
| Norway House and Warrens Landing. | Hudsons Bay Co. | 29 | 2 | Part of season 1906. | 52 00 |
| Ottawa and L'Orignal. | Ottawa River Navigation Co. | 59 | 6 | " | 305 09 |
| Ottawa and Thurso. | do. | 30 | 6 | " | 103 53 |
| Parishoro and Kingsport. | Dominion Atlantic Railway | 26 | 6 | " | 750 00 |
| Parry Sound and French River. | Capt. H. Cheland | 85 | 1 | " | 266 65 |
| Pembroke and Rapids des Juchims. | Pembroke Navigation Co. | 50 | 6 | " | 70 00 |
| Pictou and Glen Island. | J. Collier | 5 | 6 | " | 29 00 |
| Port Hope, Cobourg and Summerville, N. Y. | Lake Ontario and Bay of Quinte Steamboat Co. | 60 | 6 | " | 670 53 |
| Port Simpson and Stewart River points. | Capt. D. A. Robertson | 120 | Fortnightly. | " | 140 00 |
| Quebec and Anticosti. | Holiday Brothers | 110 | 3 per month. | " | 650 00 |
| Quebec and Lewis. | Quebec and Lewis Ferry Co. | 1 | 18, 81 & 68 | 9 months to March 31, 1907. | 937 50 |
| Quebec and Laverpool. | Dominion Line Steamship Co. | | As required. | Part of season 1906. | 4,619 13 |
| Kimouski wharf and steamers. | Jos. H. Dorion | | As required. | Part of season 1906. | 3,200 00 |
| Rosseau and Gravenhurst, &c. | Muskoka Lakes Navigation and Hotel Co. | 18, 50 & 25 | 6 | " | 2,600 00 |
| St. John and Fredericton. | Star Line Steamship Co. | 81 | 6 | " | 1,110 00 |
| Sault Ste. Marie and Michipicoten. | Dominion Transportation Co. | 135 | 1 | " | 585 00 |
| Selkirk and Berens River. | Wm. Robinson | 180 | 1 | " | 52 50 |

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| | | | | | |
|---|--|---------------|--------------|-----------------------------|-----------|
| Selkirk and Grand Rapids | do | 280 | 1 | " | 20 00 |
| Selkirk and Warren's Landing | do | 280 | 1 | " | 77 50 |
| Sturgeon Falls and Monetville | Nipissing Transportation and Trading Co. | 40 | Tri-weekly. | " | 171 00 |
| Toronto and Niagara | Niagara Navigation Co. | 36 | " | " | 714 00 |
| Vancouver and North Vancouver | North Vancouver Ferry and Power Co. | 3 | 12 | 9 months to March 31, 1907. | 412 50 |
| Vancouver and Rock Bay, &c. | Union Steamship Co. | 173, 378, &c. | 1 & 2 | " | 2,755 00 |
| Vancouver and Seattle | Paid to the United States Government | | | Special. | 38 34 |
| Vancouver and Sechart | H. Whitaker | 32 | 3 | 9 months to March 31, 1907. | 75 00 |
| Vancouver and Squamish | Terminal Steamship Co. | 35 | 1 | Season 1906-7. | 400 00 |
| Victoria and Port Townsend | Alaska Steamship Co. | 40 | 6 | Part of season 1906. | 1,321 52 |
| Wabigoon and Gold Rock | Wabigoon and Manitow Steamboat Co. | 25 | 3 | " | 228 00 |
| Wharfen and ports on Georgian Bay | Dominion Fish Co. | 500 | As required. | " | 150 00 |
| Windsmere and Golden | Upper Columbia Transportation Co. | 100 | 1 | " | 120 00 |
| Yarmouth and Boston | Dominion Atlantic Railway | 250 | 6 | Season 1906-7. | 1,834 03 |
| | Total | | | | 81,054 36 |

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended March 31, 1907.

CONVEYANCE OF MAILS BY RAILWAYS.

| Name of Railway. | Period. | Amount. | |
|---|---------------|---------|------|
| | | § | cts. |
| Alberta Railway and Irrigation Company..... | 9 months..... | 726 | 50 |
| Algoma Central and Hudson Bay Railway..... | 9 "..... | 71 | 61 |
| Atlantic and Lake Superior Railway..... | 9 "..... | 3,360 | 60 |
| Bay of Quinte Railway..... | 9 "..... | 5,239 | 13 |
| Berlin and Waterloo Electric Street Railway..... | 9 "..... | 75 | 00 |
| Boston and Maine Railway..... | 9 "..... | 2,166 | 11 |
| British Columbia Electric Railway..... | 9 "..... | 1,099 | 41 |
| Brockville, Westport and North Western Railway..... | 9 "..... | 2,527 | 20 |
| Bruce Mines and Algoma Railway..... | 9 "..... | 225 | 00 |
| Canada Coal and Railway Company..... | 9 "..... | 224 | 64 |
| Canadian Northern Railway, Ontario..... | 9 "..... | 481 | 97 |
| do do Quebec..... | 9 "..... | 4,301 | 84 |
| do do Manitoba Division..... | 9 "..... | 48,600 | 08 |
| Canadian Pacific Railway..... | 9 "..... | 555,010 | 67 |
| Cape Breton Railway..... | 9 "..... | 250 | 16 |
| Cape Breton Electric Railway..... | 9 "..... | 321 | 03 |
| Caracquet Railway..... | 9 "..... | 1,835 | 55 |
| Central Ontario Railway..... | 9 "..... | 5,186 | 04 |
| Central Vermont Railway..... | 9 "..... | 4,904 | 20 |
| Chatham, Wallaceburg and Lake Erie..... | 9 "..... | 127 | 77 |
| Cumberland Railway and Coal Co..... | 9 "..... | 815 | 04 |
| Dominion Atlantic Railway..... | 9 "..... | 10,142 | 48 |
| Elgin and Havelock Railway..... | 9 "..... | 505 | 44 |
| Grand Trunk Railway..... | 9 "..... | 289,293 | 06 |
| Great Northern Railway (Montreal Division)..... | 9 "..... | 2,150 | 93 |
| do do (British Columbia)..... | 9 "..... | 970 | 44 |
| Halifax and South Western..... | 9 "..... | 6,661 | 64 |
| Hamilton, Grimsby and Beansville..... | 9 "..... | 351 | 75 |
| Hamilton Radial Electric Railway..... | 9 "..... | 175 | 50 |
| Hampton and St. Martin's..... | 9 "..... | 196 | 50 |
| Hull Electric Railway..... | 9 "..... | 750 | 00 |
| Inverness Railway and Coal Co..... | 9 "..... | 500 | 62 |
| Intercolonial Railway..... | 9 "..... | 121,598 | 06 |
| Irondale, Bancroft and Ottawa Railway..... | 9 "..... | 638 | 20 |
| Kent Northern Railway..... | 9 "..... | 787 | 26 |
| Kingston and Pembroke Railway..... | 9 "..... | 5,389 | 32 |
| Kootenay Railway and Navigation Co..... | 9 "..... | 1,162 | 50 |
| Maine Central Railway..... | 9 "..... | 593 | 89 |
| Manitoulin and North Shore Railway..... | 9 "..... | 121 | 68 |
| Michigan Central Railway..... | 9 "..... | 34,719 | 45 |
| Moncton and Buctouche Railway..... | 9 "..... | 299 | 52 |
| Nelson and Fort Sheppard Railway..... | 9 "..... | 1,219 | 20 |
| New Brunswick Coal and Railway Co..... | 9 "..... | 957 | 84 |
| New Brunswick and Prince Edward Island Railway..... | 9 "..... | 692 | 67 |
| New Brunswick Southern Railway..... | 9 "..... | 1,624 | 14 |
| New Westminster and Southern Railway..... | 9 "..... | 894 | 72 |
| Nova Scotia Steel and Coal Co..... | 9 "..... | 234 | 00 |
| Orford Mountain Railway..... | 9 "..... | 533 | 52 |
| Ottawa and New York Railway..... | 9 "..... | 2,122 | 85 |
| Pere Marquette Railway..... | 9 "..... | 8,844 | 34 |
| Prince Edward Island Railway..... | 9 "..... | 17,375 | 95 |
| Quebec Central Railway..... | 9 "..... | 9,600 | 48 |
| Quebec and Lake St. John Railway..... | 9 "..... | 10,200 | 72 |
| Quebec Railway, Light and Power Co..... | 9 "..... | 1,571 | 28 |
| Quebec Southern Railway..... | 9 "..... | 3,976 | 80 |
| Red Mountain Railway..... | 9 "..... | 219 | 20 |
| Rutland Railway..... | 9 "..... | 65 | 52 |
| St. John Bridge and Railway Extension Co..... | 9 "..... | 375 | 00 |
| St. Lawrence and Adirondack Railway..... | 9 "..... | 1,609 | 92 |
| Salisbury and Harvey Railway..... | 9 "..... | 1,684 | 80 |

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APPENDIX B—*Continued.*DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended March 31, 1907—*Concluded.*CONVEYANCE OF MAILS BY RAILWAYS—*Concluded.*

| Name of Railway. | Period. | Amount. |
|--|---------------|----------------|
| | | \$ cts. |
| Sydney and Glace Bay..... | 9 months..... | 1,158 74 |
| Sydney and Louisburg..... | 9 "..... | 847 30 |
| Temiscamingue and Northern Ontario..... | 9 "..... | 1,419 24 |
| Temiscamingue and Northern Ontario Railway (performed by contractor of Railway A. R. Macdonell)..... | 9 "..... | 3,172 49 |
| Temiscouata Railway Co..... | 9 "..... | 4,263 10 |
| Thousand Islands Railway..... | 9 "..... | 548 00 |
| Toronto, Hamilton and Buffalo Railway..... | 9 "..... | 2,311 77 |
| Toronto and York Radial Railway..... | 9 "..... | 1,762 08 |
| Vancouver, Victoria and Eastern Railway..... | 9 "..... | 521 70 |
| Vancouver, Westminster and Yukon Railway..... | 9 "..... | 514 46 |
| Victoria and Sydney Railway..... | 9 "..... | 349 70 |
| Total..... | | \$1,195,219 72 |

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APPENDIX B—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the Fiscal Year ended March 31, 1907.

| To whom paid. | Particulars of Disbursements | Amount. |
|---------------------------------------|--|-----------|
| | | § cts. |
| H. Carson | Mail bags and repairs | 12,416 88 |
| Kidd, Rutherford Co. | Mail bag material | 11,090 21 |
| E. G. Shepherd | Repairing steel clamp locks, &c. | 10,897 50 |
| W. Willis & Sons | Mail bags and repairs | 2,912 41 |
| S. S. Stratton | do | 2,469 58 |
| S. & H. Borbridge | Making up newspaper sacks | 1,643 34 |
| C. H. Hall | Repairing mail bags | 1,287 61 |
| Mrs. P. O'Donoghue | do | 1,032 89 |
| M. J. Wilson & Sons | do &c. | 833 05 |
| G. H. Lugsden & Co. | do | 878 70 |
| W. L. McNabb | Parcel post hampers, &c. | 786 58 |
| Pritchard-Andrews Co. | Steel presses, dies, seals, &c. | 761 45 |
| J. McKay | Painting parcel post hampers | 744 20 |
| M. Scarrow | Repairing mail bags | 662 36 |
| C. Warner | do | 600 02 |
| H. W. Wellington | Cotton cordage | 566 56 |
| T. Fardy | Repairing mail bags | 520 00 |
| Keep Brothers | Brass gromets, &c. | 460 02 |
| D. Choquette | Repairing mail bags | 342 55 |
| Collector of Customs, Ottawa | Customs duty on mail bagging, &c. | 319 20 |
| J. McCormick | Repairing mail bags | 287 23 |
| Geo. May & Sons | Making up newspaper sacks | 276 87 |
| L. Desmarais | Repairing mail bags | 260 36 |
| R. A. Everest | do | 225 00 |
| J. Christie | do | 138 12 |
| Thornton & Truman | Repairing mail locks | 97 30 |
| Canadian Pacific Railway Co. | Freight on cordage, erecting mail cranes, &c. | 82 75 |
| R. Soper | Repairing mail bags | 80 72 |
| Grand Trunk Railway | Repairing mail crane, freight, &c. | 66 37 |
| W. Winter | Cartage of mail bags | 65 60 |
| Hamilton Cordage Co. | Cotton cord | 48 00 |
| Smith Railway Mail Service | Mail crane | 36 00 |
| Capital Scale, Brass and Iron Foundry | Repairing wicker baskets, removing rivets, &c. | 20 62 |
| Atlantic and Lake Superior Railway | Erecting mail catching post | 3 50 |
| O. Lepitre | Repairing mail catching post | 3 00 |
| Pere Marquette Railway | Repairing mail crane | 2 78 |
| Dominion Express Co. | Expressage on cotton cord | 1 65 |
| Star Manufacturing Co. | Screws for mail crane | 1 50 |
| W. A. Templeton | Chains and rings for mail bag table | 1 00 |
| Graves Brothers | Rollers for wicker baskets | 0 60 |
| | Total | 52,924 08 |

W. J. JOHNSTONE,

Accountant

R. M. COULTER,

Deputy Postmaster General.

APPENDIX C

ACCOUNTING POST OFFICES

MONEY ORDER AND OTHER TRANSACTIONS

APPENDIX C

MONEY ORDER TRANSACTIONS.

The number of Money Order Offices in operation on the 31st March, 1907, was 2,789, an increase of 113 over the previous year.

The total number of Orders issued during the nine months was 1,845,278 as against 2,178,549 for the previous twelve months. The aggregate value was \$32,160,098.07 as against \$37,355,673.37 for the previous twelve months.

1,229,267 of the Orders issued during the nine months with a value of \$21,958,855.45 were payable in the Dominion of Canada.

616,011 with a value of \$10,201,242.62 were payable abroad.

The number of Orders issued abroad and payable in Canada was 359,264 with an aggregate value of \$5,393,042.17

The number of Orders issued in Canada on the United States was 265,469 and the value \$3,755,758.58.

The number of Orders issued in the United States on Canada was 299,124 and the value \$4,256,228.27.

The following statement shows the number and value of Canadian Money Orders and Postal Notes paid in the United States :—

| | Number. | Amount. | Number. | Amount. |
|-------------------|------------|----------------|---------------|----------------|
| | Year 1906. | Year 1906. | 9 mos., 1907. | 9 mos., 1907. |
| Money Orders..... | 407,913 | \$5,333,513 83 | 265,469 | \$3,755,758 58 |
| Postal Notes..... | 317,406 | 554,531 36 | 219,657 | 394,814 35 |
| | 724,419 | \$5,888,045 19 | 485,126 | \$4,150,572 93 |

The following changes took place during the nine months ended March 31 :—

Establishment of direct exchange of Money Orders with Holland on July 1, 1906, and with Mexico on March 1, 1907.

Arrangements were entered into for direct exchange of Money Orders with the Panama Canal Zone on the same system as the exchange with the United States.

A new Convention was entered into with Jamaica and came into effect on January 1, 1907, for the direct exchange of Money Orders with Jamaica, Turks Island and the Cayman Islands, also on the same system as that with the United States.

Morocco, Manchuria and Japanese Saghalien were added to the list of places on which Money Orders may be drawn.

On August 1, 1906, a new arrangement went into effect with the United Kingdom under which the Advices of Money Orders issued in Canada are sent direct from the Exchange Offices in Canada to the paying Offices in the United Kingdom, and vice versa. This arrangement saves the time that was lost by the handling of the Advices in Exchange Offices in the Country of payment and effects a saving of from two to four days in the arrival of Advices at the Offices of payment.

Negotiations were completed and a Convention executed for the direct exchange of Money Orders with the Bahamas under the same provisions as those with the United States. This convention went into operation on April 1, 1907.

APPENDIX C—*Continued.*

On March 1, 1907, the Department reduced the rate of commission to be charged on Money Orders issued in Canada for payment abroad from 10 cents to 5 cents for sums of \$5 and under, thus effecting a very material saving to the public.

The average value of Money Orders issued during the year was \$17.43, and the average commission received from the public was 11.033c.

The total receipts from all sources amounted to \$226,692.59, and the total expenditure, including the salaries of the inside service at Ottawa, to \$195,688.03, leaving an excess of receipts over expenditure of \$31,004.56.

The average value of Money Orders issued in Canada, including both the local and foreign classes, and the average commission received thereon, are shown in the following statement embracing the past twelve years:—

| | Average value of Orders issued. | Average Commission received. |
|-----------|------------------------------------|---------------------------------|
| 1896..... | \$ 11 56 | 9.42 cents. |
| 1897..... | 11 17 | 9.063 " |
| 1898..... | 12 46 | 9.371 " |
| 1899..... | 13 63 | 10.095 " |
| 1900..... | 15 08 | 10.908 " |
| 1901..... | 15 51 | 10.651 " |
| 1902..... | 16 28 | 9.204 " |
| 1903..... | 16 10 | 9.285 " |
| 1904..... | 15 86 | 9.417 " |
| 1905..... | 16 81 | 10.054 " |
| 1906..... | 17 11 | 10.459 " |
| 1907..... | 17 43 | 11.033 " |

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APPENDIX C--Continued.

The following statement shows the receipts and expenditure for nine months ended 31st March, 1907 :—

RECEIPTS.

| | |
|---|----------------------|
| Commission from public | \$ 203,691 16 |
| Profit in exchange with other countries. | 16,419 41 |
| Void money orders issued between 1st April, 1905, and 31st March, 1906. | 6,582 02 |
| | <u>\$ 226,692 59</u> |

EXPENDITURE.

| | |
|---|----------------------|
| Salaries of head office, Ottawa :— | |
| Permanent clerks | \$33,603 93 |
| Temporary clerks | 8,311 00 |
| Extra help, Ottawa Money Order Exchange Office | 1,804 85 |
| | <u>\$ 43,719 78</u> |
| Approximate cost of clerical force employed at money order duties in city offices | 40,000 00 |
| Commission paid to postmasters at country offices | 83,103 13 |
| Balance of commission paid other countries | 18,638 60 |
| Printing and stationery for head office | 1,597 48 |
| Financial papers and journals. | 12 00 |
| Printing, stationery, date stamps, &c., outside service | 7,147 87 |
| Travelling expenses, &c., in connection with transfer of Money Order Exchange Office from Montreal to Ottawa | 1,469 17 |
| | <u>\$ 195,688 03</u> |
| Excess of receipts over expenditure | <u>\$ 31,004 56</u> |

APPENDIX C—Continued.

MONEY ORDER TRANSACTIONS.

ANALYSIS of the Money Order Business of the Dominion of Canada for nine months ended March 31, 1907.

| | Number of Orders. | Amount. | Total. |
|--|-------------------------|---------------|---------|
| | | \$ cts. | \$ cts. |
| Total number and amount of Money Orders issued in— | | | |
| Ontario..... | 730,540 | 11,538,665 64 | |
| Quebec..... | 327,081 | 5,849,342 51 | |
| Nova Scotia..... | 174,340 | 2,567,029 82 | |
| New Brunswick..... | 73,059 | 1,269,290 16 | |
| Prince Edward Island..... | 12,656 | 210,556 40 | |
| Manitoba..... | 172,268 | 3,377,358 88 | |
| Saskatchewan..... | 108,930 | 2,138,630 26 | |
| Alberta..... | 86,990 | 1,456,455 83 | |
| British Columbia..... | 150,097 | 3,290,049 74 | |
| Yukon..... | 9,917 | 462,718 83 | |
| Total number and amount of Money Orders issued.... | 1,845,278 | 32,160,098 07 | |
| Total number and amount of Money Orders paid in— | | | |
| Ontario..... | 708,494 | 10,855,574 59 | |
| Quebec..... | 324,161 | 5,642,989 45 | |
| Nova Scotia..... | 117,831 | 2,119,347 24 | |
| New Brunswick..... | 66,847 | 1,242,888 11 | |
| Prince Edward Island..... | 13,522 | 267,980 92 | |
| Manitoba..... | 159,481 | 3,384,011 74 | |
| Saskatchewan..... | 37,001 | 994,803 16 | |
| Alberta..... | 31,943 | 742,957 18 | |
| British Columbia..... | 63,124 | 1,598,491 92 | |
| Yukon..... | 1,134 | 46,387 57 | |
| Total number and amount of Money Orders paid.... | 1,523,538 | 26,895,431 88 | |
| Total amount of Money Orders issued and paid..... | | 59,055,529 95 | |

APPENDIX C—Continued.

MONEY ORDERS.

The number of offices situated in each of the several provinces of the Dominion for the past seven years was as follows:—

| | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 9 months. |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-----------|
| Ontario..... | 843 | 885 | 898 | 917 | 991 | 1,046 | 1,057 | |
| Quebec..... | 399 | 485 | 509 | 543 | 629 | 663 | 693 | |
| Nova Scotia..... | 211 | 221 | 229 | 233 | 264 | 272 | 280 | |
| New Brunswick..... | 137 | 137 | 137 | 139 | 151 | 158 | 160 | |
| Prince Edward Island..... | 21 | 23 | 24 | 26 | 33 | 33 | 33 | |
| Manitoba..... | 112 | 126 | 130 | 156 | 162 | 180 | 187 | |
| Northwest Territories..... | 63 | 70 | 75 | 82 | 110 | | | |
| Saskatchewan..... | | | | | | 108 | 130 | |
| Alberta..... | | | | | | 56 | 78 | |
| British Columbia..... | 115 | 115 | 118 | 129 | 145 | 150 | 163 | |
| Yukon..... | 3 | 4 | 5 | 9 | 9 | 19 | 8 | |
| Total..... | 1,904 | 2,066 | 2,125 | 2,214 | 2,494 | 2,676 | 2,780 | |

The number of money orders issued in each of the provinces during the past six years is shown in the following statement:—

| | 1901-1902. | 1902-1903. | 1903-1904. | 1904-1905. | 1905-1906. | 1906-1907. | 9 months. |
|----------------------------|------------|------------|------------|------------|------------|------------|-----------|
| Ontario..... | 655,471 | 735,481 | 798,448 | 806,308 | 877,697 | 730,540 | |
| Quebec..... | 210,652 | 253,492 | 297,202 | 329,033 | 381,112 | 327,081 | |
| Nova Scotia..... | 170,091 | 193,843 | 214,236 | 204,723 | 227,983 | 174,340 | |
| New Brunswick..... | 72,559 | 80,101 | 87,543 | 88,388 | 94,370 | 78,059 | |
| Prince Edward Island..... | 11,724 | 13,040 | 14,320 | 13,761 | 15,225 | 12,056 | |
| Manitoba..... | 104,766 | 136,261 | 160,981 | 173,194 | 204,082 | 172,268 | |
| Northwest Territories..... | 59,112 | 86,651 | 113,189 | 131,681 | | | |
| Saskatchewan..... | | | | | 103,116 | 108,930 | |
| Alberta..... | | | | | 83,857 | 86,990 | |
| British Columbia..... | 134,499 | 145,295 | 163,016 | 159,883 | 175,943 | 150,097 | |
| Yukon..... | 27,255 | 24,541 | 20,307 | 17,159 | 15,254 | 9,917 | |
| Total..... | 1,446,129 | 1,668,705 | 1,869,233 | 1,924,130 | 2,178,549 | 1,845,278 | |

The total sums received in each province for money orders issued during the same years were as follows (cents omitted):—

| | 1901-1902. | 1902-1903. | 1903-1904. | 1904-1905. | 1905-1906. | 1906-1907. | 9 months. |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------|
| Ontario..... | \$9,347,038 | \$10,575,103 | \$11,495,293 | \$12,315,191 | \$13,675,198 | \$11,538,665 | |
| Quebec..... | 3,460,116 | 4,248,119 | 4,997,871 | 5,702,802 | 6,738,405 | 5,849,343 | |
| Nova Scotia..... | 2,455,330 | 2,795,685 | 3,050,530 | 2,958,799 | 3,338,281 | 2,567,030 | |
| New Brunswick..... | 1,100,059 | 1,221,593 | 1,347,418 | 1,410,827 | 1,555,231 | 1,269,290 | |
| Prince Edward Island..... | 176,287 | 202,687 | 232,855 | 237,220 | 259,657 | 210,556 | |
| Manitoba..... | 1,949,597 | 2,603,237 | 2,903,959 | 3,456,425 | 4,033,928 | 3,377,359 | |
| Northwest Territories..... | 1,049,556 | 1,476,920 | 1,822,408 | 2,439,394 | | | |
| Saskatchewan..... | | | | | 2,061,007 | 2,138,630 | |
| Alberta..... | | | | | 1,395,302 | 1,456,456 | |
| British Columbia..... | 2,383,669 | 2,518,225 | 2,925,188 | 3,029,673 | 3,605,314 | 3,290,050 | |
| Yukon..... | 1,627,750 | 1,226,633 | 877,289 | 799,144 | 693,348 | 462,719 | |
| Total..... | \$23,549,402 | \$26,868,202 | \$29,652,811 | \$32,349,475 | \$37,355,673 | \$32,160,098 | |

APPENDIX C--Continued.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to March 31, 1907.

| Year ended June 30. | Number of Money Order Offices. | Total Number of Money Orders Issued. | Total Amount of Money Orders Issued. | Where Payable. | | In Other Countries. | | Amount of Orders Issued in Other Countries payable in Canada. | Gross Revenue from Fees on Money Orders. | Expenditure for Salaries, Compensation to Postmen, Stationery, and Miscellaneous. | Losses sustained in conducting the Money Order system. |
|---------------------|--------------------------------|--------------------------------------|--------------------------------------|----------------|--------------|---------------------|------------|---|--|---|--|
| | | | | In Canada. | | In Other Countries. | | | | | |
| | | | | % cts. | % cts. | % cts. | % cts. | | | | |
| 1868 | 515 | 90,163 | 3,352,881.40 | 2,959,762.80 | 393,118.60 | 90,379.92 | 100,942.57 | 30,655.65 | 2,355.55 | | |
| 1869 | 550 | 96,627 | 3,563,614.95 | 3,193,365.77 | 370,249.18 | 100,822.84 | 30,935.12 | 32,504.17 | 3,169.99 | | |
| 1870 | 558 | 110,621 | 3,910,249.95 | 3,189,610.00 | 478,639.95 | 117,913.89 | 33,477.71 | 31,746.97 | 1,584.74 | | |
| 1871 | 571 | 120,521 | 4,546,433.85 | 4,097,735.17 | 478,698.68 | 126,694.86 | 38,495.55 | 33,225.68 | | | |
| 1872 | 634 | 136,422 | 5,154,120.13 | 5,573,019.76 | 581,100.37 | 147,230.16 | 44,682.25 | 40,366.85 | | | |
| 1873 | 644 | 161,046 | 6,239,505.86 | 5,569,298.00 | 670,206.86 | 160,695.80 | 53,019.45 | 42,271.89 | | | |
| 1874 | 632 | 179,851 | 6,757,427.17 | 6,090,172.61 | 667,254.56 | 177,501.49 | 54,263.36 | 47,362.18 | | | |
| 1875 | 687 | 181,091 | 6,711,338.98 | 6,132,691.67 | 578,647.31 | 181,091.67 | 54,360.22 | 49,416.12 | | | |
| 1876 | 736 | 238,668 | 6,866,618.24 | 6,137,813.48 | 708,805.06 | 359,314.21 | 54,809.39 | 56,269.25 | | | |
| 1877 | 754 | 253,962 | 6,856,821.13 | 6,164,825.99 | 691,995.14 | 408,285.99 | 51,847.50 | 51,740.06 | | | |
| 1878 | 769 | 269,417 | 7,130,895.77 | 6,412,576.78 | 718,318.99 | 458,747.03 | 56,847.60 | 49,112.00 | | | |
| 1879 | 772 | 281,725 | 6,788,723.29 | 6,086,521.05 | 702,202.24 | 503,833.69 | 55,008.42 | 47,222.93 | | | |
| 1880 | 775 | 306,088 | 7,297,337.06 | 6,385,210.80 | 822,126.20 | 698,651.87 | 58,276.28 | 46,287.42 | | | |
| 1881 | 786 | 338,238 | 7,725,212.66 | 6,673,547.41 | 1,051,665.22 | 1,002,734.96 | 60,835.25 | 47,722.80 | | | |
| 1882 | 806 | 372,248 | 8,354,153.57 | 7,018,526.01 | 1,335,627.53 | 1,191,028.92 | 65,392.01 | 52,149.62 | | | |
| 1883 | 828 | 419,613 | 9,490,899.62 | 7,634,735.27 | 1,856,164.35 | 1,236,274.95 | 65,485.90 | 773,035.92 | | | |
| 1884 | 866 | 463,562 | 10,067,834.86 | 7,971,919.70 | 2,095,915.15 | 1,262,867.31 | 68,870.31 | 77,499.12 | | | |
| 1885 | 885 | 499,245 | 10,384,210.99 | 8,254,003.12 | 2,130,207.87 | 1,185,750.92 | 73,592.86 | 882.61 | | | |
| 1886 | 910 | 529,458 | 10,231,189.39 | 8,146,095.87 | 2,085,093.52 | 1,243,357.32 | 71,734.83 | 683,211.35 | | | |
| 1887 | 933 | 571,899 | 10,328,984.51 | 8,093,886.92 | 2,235,097.58 | 1,495,673.58 | 79,325.86 | 81,077.39 | | | |
| 1888 | 944 | 630,968 | 10,916,617.83 | 8,520,775.78 | 2,395,842.05 | 1,726,011.45 | 84,017.39 | 76,845.15 | | | |
| 1889 | 990 | 673,813 | 11,265,919.95 | 8,692,418.91 | 2,573,501.04 | 1,756,944.74 | 92,047.98 | 83,309.21 | | | |
| 1890 | 1,027 | 780,563 | 11,997,861.62 | 9,359,434.48 | 2,638,427.14 | 1,851,058.76 | 96,067.40 | 76,246.09 | | | |
| 1891 | 1,080 | 855,619 | 12,478,178.06 | 9,854,052.46 | 2,624,126.00 | 1,981,360.46 | 100,063.80 | 83,309.21 | | | |
| 1892 | 1,120 | 919,396 | 12,825,701.12 | 10,230,699.00 | 2,615,692.12 | 2,077,886.85 | 102,462.61 | 83,309.21 | | | |
| 1893 | 1,168 | 967,806 | 12,902,975.61 | 10,404,857.08 | 2,498,118.53 | 2,269,635.29 | 103,927.31 | 83,309.21 | | | |
| 1894 | 1,193 | 1,042,410 | 13,245,990.19 | 10,487,279.72 | 2,758,710.47 | 2,224,343.66 | 108,024.14 | 83,309.21 | | | |
| 1895 | 1,261 | 1,092,032 | 13,187,224.66 | 10,736,647.43 | 2,450,674.23 | 2,055,984.14 | 107,084.82 | 83,309.21 | | | |
| 1896 | 1,310 | 1,131,152 | 13,081,860.62 | 10,726,661.04 | 2,355,199.58 | 2,124,553.44 | 106,543.67 | 83,309.21 | | | |
| 1897 | 1,349 | 1,162,209 | 12,387,230.88 | 10,680,835.19 | 2,306,395.69 | 2,245,467.65 | 105,332.57 | 83,309.21 | | | |

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APPENDIX C—Continued.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to March 31, 1907—Concluded.

| Year ended June 30. | Number of Money Order Offices. | Total Number of Money Orders issued. | Total Amount of Money Orders issued. | WHERE PAYABLE. | | | | Amount of Orders Issued in Other Countries payable in Canada. | Gross Revenue from Money Orders | Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous. | Losses sustained in conducting the Money Order system. |
|---------------------|--------------------------------|--------------------------------------|--------------------------------------|----------------|------------|---------------------|------------|---|---------------------------------|--|--|
| | | | | In Canada. | | In other Countries. | | | | | |
| | | | | % | cts. | % | cts. | | | | |
| 1868. | 1,739 | 1,161,857 | 14,518,480 | 22 | 12,082,658 | 34 | 2,435,821 | 88 | 169,163 | 94 | ..... |
| 1869. | 1,779 | 1,061,373 | 14,467,997 | 41 | 12,001,224 | 59 | 2,466,772 | 82 | 107,143 | 34 | ..... |
| 1900. | 1,847 | 1,074,922 | 16,209,069 | 34 | 13,148,520 | 52 | 3,060,548 | 82 | 117,978 | 44 | ..... |
| 1901. | 1,904 | 1,151,024 | 17,356,257 | 87 | 14,324,288 | 86 | 3,031,969 | 01 | 122,538 | 49 | ..... |
| 1902. | 2,066 | 1,446,129 | 23,549,402 | 67 | 18,423,034 | 57 | 5,126,367 | 50 | 133,106 | 38 | ..... |
| 1903. | 2,125 | 1,668,705 | 26,868,202 | 38 | 20,761,077 | 94 | 6,107,124 | 44 | 154,946 | 64 | ..... |
| 1904. | 2,214 | 1,869,233 | 29,632,811 | 42 | 21,706,474 | 41 | 7,946,337 | 01 | 176,031 | 66 | ..... |
| 1905. | 2,491 | 1,924,130 | 32,349,475 | 68 | 23,410,484 | 54 | 8,938,991 | 14 | 193,464 | 82 | ..... |
| 1906. | 2,676 | 2,178,549 | 37,353,673 | 37 | 26,133,565 | 05 | 11,222,108 | 32 | 227,845 | 77 | ..... |
| 1907 (nine months). | 2,789 | 1,843,278 | 32,160,028 | 67 | 21,398,855 | 45 | 10,201,242 | 62 | 226,632 | 59 | ..... |

a. This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in city post offices engaged exclusively in the money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended June 30, 1883. b. Including the amount of the 'Void' orders of the previous years. c. Including payment for services partly chargeable to preceding year. d. Under the system of accounts introduced July 1, 1888, these items cannot be given separately.

APPENDIX C—Continued,

EXCHANGE of Money Orders between the Dominion of Canada and other Countries for the year 1905-1906 and for the nine months ended March 31, 1907, was as follows:—

| | ISSUED IN CANADA. | | | | PAYABLE IN CANADA. | | | |
|----------------------|-------------------|---------|--------------|--------------|--------------------|---------|-----------|-----------|
| | Number. | Number. | Amount. | Amount. | Number. | Number. | Amount. | Amount. |
| | 1906. | 1907. | 1906. | 1907. | 1906. | 1907. | 1906. | 1907. |
| Austria | 27,160 | 28,032 | 783,131 50 | 945,377 66 | 755 | 621 | 33,983 28 | 26,306 39 |
| Barbados | 661 | 666 | 6,463 30 | 7,041 18 | 228 | 191 | 4,653 49 | 4,915 30 |
| Belgium | 2,494 | 2,383 | 53,149 06 | 51,811 53 | 595 | 545 | 33,049 56 | 24,855 24 |
| Bermuda | 127 | 128 | 1,837 98 | 1,413 14 | 288 | 204 | 5,042 17 | 2,442 15 |
| British Guiana | 174 | 96 | 2,175 74 | 1,211 53 | 315 | 143 | 4,717 02 | 2,135 62 |
| Cape of Good Hope | 179 | 156 | 3,720 72 | 3,366 73 | 328 | 231 | 6,910 75 | 3,859 47 |
| Denmark* | 149 | 698 | 2,813 57 | 14,566 83 | 71 | 144 | 2,619 07 | 3,592 18 |
| Fiji | 7 | 8 | 108 52 | 82 60 | 49 | 35 | 1,301 67 | 1,017 88 |
| France | 10,999 | 9,285 | 104,825 22 | 93,618 92 | 3,278 | 2,786 | 72,902 47 | 49,126 27 |
| Germany | 3,710 | 3,514 | 67,353 66 | 68,573 99 | 998 | 1,405 | 28,264 20 | 30,193 20 |
| Grenada | 4 | 12 | 2 87 | 263 05 | 60 | 39 | 1,048 13 | 829 29 |
| Holland | | 498 | | 8,052 74 | | 101 | | 2,979 59 |
| Hong Kong | 217 | 268 | 4,857 70 | 6,249 61 | 118 | 74 | 1,711 98 | 1,167 33 |
| Hungary | 5,490 | 4,613 | 218,281 48 | 187,157 23 | 304 | 261 | 18,550 17 | 15,327 41 |
| Italy | 20,884 | 21,442 | 1,028,083 82 | 1,361,205 57 | 181 | 227 | 5,046 27 | 5,046 27 |
| Jamaica | 198 | 179 | 2,855 28 | 2,118 69 | 205 | 131 | 1,060 20 | 3,405 11 |
| Japan | 9,507 | 10,063 | 447,567 33 | 499,626 61 | 338 | 228 | 13,903 08 | 12,715 14 |
| Leeward Islands | 123 | 172 | 1,241 05 | 2,511 56 | 308 | 320 | 10,419 07 | 12,049 50 |
| Mexico† | | 12 | | 175 10 | | 14 | | 153 37 |
| Newfoundland | 6,429 | 4,399 | 103,732 09 | 79,567 28 | 5,986 | 4,424 | 77,422 70 | 57,666 31 |
| New South Wales | 500 | 430 | 10,173 44 | 8,147 48 | 315 | 220 | 6,813 82 | 3,854 10 |
| New Zealand | 422 | 330 | 10,349 65 | 9,825 53 | 577 | 480 | 10,389 90 | 8,518 85 |
| Norway | 3,826 | 3,876 | 100,634 83 | 109,765 67 | 185 | 157 | 8,532 39 | 6,169 73 |
| Orange River Colony‡ | 14 | 11 | 199 10 | 153 18 | 54 | 58 | 1,568 74 | 1,071 46 |
| Queensland | 169 | 133 | 3,514 08 | 2,995 33 | 78 | 72 | 1,412 20 | 1,706 59 |
| St. Lucia | 2 | 10 | 36 00 | 40 68 | 40 | 55 | 731 54 | 1,110 43 |
| St. Vincent | 22 | 42 | 313 24 | 536 01 | 64 | 70 | 3,205 59 | 3,363 81 |
| South Australia | 55 | 54 | 1,032 10 | 1,254 24 | 41 | 39 | 504 78 | 948 15 |
| Sweden | 5,959 | 5 586 | 159,388 12 | 171,460 23 | 339 | 305 | 16,515 62 | 16,425 58 |
| Switzerland | 783 | 668 | 12,294 92 | 10,475 76 | 185 | 167 | 4,073 11 | 3,571 90 |

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| | | | | | | | | |
|--------------------|---------|---------|---------------|---------------|---------|---------|--------------|--------------|
| Tasmania..... | 111 | 88 | 3,109 96 | 1,005 73 | 36 | 24 | 696 13 | 535 94 |
| Transvaal..... | 130 | 115 | 3,330 96 | 2,165 04 | 550 | 364 | 13,701 80 | 10,427 15 |
| Trinidad..... | 69 | 42 | 765 55 | 419 44 | 284 | 216 | 8,791 39 | 9,487 02 |
| Turks Islands§ | 3 | 1 | 35 71 | 1 71 | 1 | 2 | 5 93 | 10 57 |
| United Kingdom¶ | 245,574 | 249,288 | 2,745,586 71 | 2,780,085 21 | 52,774 | 45,500 | 991,425 33 | 805,090 01 |
| United States..... | 407,043 | 265,469 | 5,333,313 83 | 3,755,738 58 | 366,609 | 290,124 | 5,126,144 41 | 4,256,228 27 |
| Victoria..... | 284 | 251 | 5,457 60 | 4,338 61 | 210 | 190 | 3,301 61 | 3,700 90 |
| West Australia** | 13 | 44 | 141 63 | 863 24 | 23 | 44 | 354 71 | 948 66 |
| Total..... | 733,401 | 616,011 | 11,222,108 32 | 10,201,242 62 | 436,954 | 359,261 | 6,533,300 88 | 5,363,042 17 |

* Three months business with Denmark from April 1, 1906. † One month business with Mexico from March 1, 1907. ‡ Nine months business with Orange River Colony from October 1, 1905. § Nine months business with Turks Islands from October 1, 1905. ¶ Includ- ing all British Possessions and certain foreign countries between which and Canada there is not a direct exchange of Money Orders (excepting Bulgaria, Serbia and Greece). ** Five months business with Western Australia from February 1, 1906.

APPENDIX C.

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | | Forward Allowance. | | Allowance towards Rent, Fuel and Light. | | |
|-----------------|-----------------------|------|--------------------------------|------|--------------------------------------|------|--|------|------------------------------|------|------------------------------------|------|---|------|---|------|---------|------|--------------------|------|---|------|----|
| | § | cts. | Number | cts. | § | cts. | § | cts. | Number | cts. | § | cts. | § | cts. | § | cts. | § | cts. | § | cts. | § | cts. | |
| Aberfeldy | 84 | 90 | 115 | | 2,609 | 65 | 12 | 07 | 47 | | 87 | 72 | 7 | 50 | 0 | 86 | 49 | 00 | | | 3 | 75 | |
| Aberfoyle | 189 | 00 | 117 | | 2,110 | 31 | 10 | 15 | 105 | | 271 | 06 | 5 | 95 | 0 | 83 | 69 | 00 | | | 3 | 75 | |
| Abingdon | 86 | 00 | | | | | | | | | 23 | 90 | | | | | 39 | 00 | | | | 3 | 75 |
| Actonville | 164 | 84 | 255 | | 2,283 | 40 | 14 | 87 | 63 | | 1,185 | 24 | 56 | 70 | 6 | 71 | 71 | 00 | | | 6 | 25 | |
| Aetion | 2,308 | 76 | 1,203 | | 14,902 | 75 | 120 | 35 | 530 | | 6,130 | 29 | 43 | 66 | 11 | 73 | 637 | 50 | | | 8 | 25 | |
| Addison | 166 | 61 | 134 | | 3,519 | 52 | 16 | 80 | 25 | | 341 | 44 | 118 | 00 | 9 | 80 | 1 | 48 | | | 7 | 50 | |
| Adolphustown | 114 | 08 | 163 | | 2,287 | 93 | 12 | 63 | 43 | | 529 | 50 | 174 | 49 | 7 | 02 | 52 | 50 | | | 7 | 50 | |
| Agnecourt | 294 | 29 | 69 | | 1,293 | 69 | 9 | 32 | 52 | | 740 | 41 | 63 | 02 | 3 | 70 | 112 | 50 | | | 11 | 25 | |
| Ahane Harbour | 329 | 45 | 278 | | 6,879 | 90 | 35 | 08 | 27 | | 840 | 51 | 46 | 75 | 19 | 02 | 150 | 00 | | | 15 | 00 | |
| Ailsa Craig | 1,044 | 48 | 602 | | 6,920 | 60 | 41 | 35 | 244 | | 2,722 | 05 | 750 | 16 | 2 | 41 | 353 | 50 | | | 15 | 00 | |
| Alexandria | 2,936 | 43 | 651 | | 12,416 | 34 | 61 | 91 | 1,211 | | 31,863 | 31 | 2,060 | 34 | 39 | 22 | 15 | 28 | | | 6927 | 00 | |
| Alfred | 579 | 24 | 188 | | 6,597 | 50 | 26 | 90 | 193 | | 2,828 | 22 | 463 | 61 | 4 | 62 | 4 | 80 | | | 57 | 00 | |
| Alfred Station | 65 | 43 | 40 | | 1,126 | 99 | 4 | 90 | 16 | | 619 | 65 | 4 | 07 | 4 | 07 | 31 | 50 | | | | 22 | 50 |
| Algona Mills | 252 | 74 | 156 | | 6,631 | 35 | 46 | 15 | 52 | | 807 | 36 | 61 | 14 | 18 | 28 | 93 | 75 | | | | 7 | 50 |
| Algonquin | 128 | 55 | 120 | | 2,182 | 87 | 11 | 09 | 24 | | 193 | 91 | 89 | 43 | 6 | 16 | 65 | 00 | | | 2 | 25 | |
| Allandale | 1,410 | 47 | 1,601 | | 22,572 | 13 | 132 | 77 | 400 | | 3,315 | 171 | 931 | 23 | 3 | 28 | 445 | 50 | | | 13 | 50 | |
| Allenford | 382 | 96 | 569 | | 9,763 | 74 | 48 | 26 | 114 | | 1,839 | 154 | 366 | 53 | 26 | 98 | 3 | 02 | | | 153 | 75 | |
| Allensville | 111 | 11 | 99 | | 1,764 | 1 | 8 | 66 | 20 | | 324 | 19 | 46 | 80 | 5 | 04 | 9 | 97 | | | 45 | 00 | |
| Alliston | 2,532 | 26 | 1,257 | | 15,317 | 04 | 92 | 17 | 652 | | 8,342 | 13 | 1,882 | 61 | 44 | 82 | 11 | 24 | | | 768 | 00 | |
| Alma | 280 | 33 | 301 | | 4,018 | 67 | 22 | 73 | 56 | | 568 | 28 | 168 | 65 | 11 | 38 | 4 | 04 | | | 137 | 50 | |
| Almonte | 4,486 | 89 | 1,592 | | 16,298 | 45 | 104 | 74 | 964 | | 13,978 | 78 | 2,463 | 01 | 52 | 83 | 7 | 80 | | | 61,331 | 25 | |
| Alton | 604 | 38 | 280 | | 4,665 | 24 | 48 | 20 | 151 | | 2,232 | 77 | 183 | 65 | 3 | 19 | 6 | 78 | | | 225 | 50 | |
| Alvinston | 1,414 | 16 | 1,106 | | 12,392 | 38 | 74 | 56 | 531 | | 11,440 | 38 | 955 | 21 | 39 | 83 | 9 | 63 | | | 465 | 00 | |
| Ameliasburg | 181 | 05 | 248 | | 4,526 | 18 | 22 | 23 | 49 | | 358 | 07 | 191 | 89 | 12 | 79 | 1 | 52 | | | 81 | 00 | |
| Amherstburg | 2,443 | 94 | 615 | | 8,857 | 48 | 48 | 91 | 822 | | 15,639 | 33 | 1,088 | 12 | 54 | 75 | 9 | 02 | | | 6788 | 25 | |
| Amigo | 229 | 80 | 247 | | 5,776 | 08 | 24 | 28 | 21 | | 409 | 37 | 16 | 50 | 16 | 94 | 0 | 45 | | | 110 | 00 | |
| Ancaster | 615 | 31 | 614 | | 6,111 | 91 | 42 | 98 | 157 | | 2,469 | 21 | 217 | 69 | 18 | 43 | 0 | 90 | | | 240 | 00 | |
| Angus | 317 | 80 | 210 | | 4,000 | 26 | 19 | 48 | 130 | | 2,586 | 89 | 356 | 92 | 11 | 61 | 4 | 10 | | | 165 | 50 | |

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| | | | | | | | | | | | | |
|--------------|-----------|-----------|--------|-------|-----------|----------|-------|-------|-------|-----------|-------|--------|
| Appin | 383 41 | 6,631 94 | 31 24 | 96 | 872 89 | 187 77 | 18 82 | 1 47 | 5 30 | 157 50 | 18 00 | 15 00 |
| Apple Hill | 357 14 | 3,264 60 | 15 07 | 65 | 1,682 34 | 67 25 | 10 34 | | 4 43 | 150 00 | 9 00 | 15 00 |
| Aspley | 288 92 | 8,367 25 | 33 42 | 51 | 6,820 41 | 243 83 | 23 27 | 5 58 | 5 79 | 123 75 | 5 25 | 11 25 |
| Ardan | 437 78 | 10,234 36 | 51 73 | 109 | 2,177 01 | 386 04 | 23 27 | 30 67 | 5 21 | 130 50 | 7 50 | 18 75 |
| Arnyck | 111 08 | 241 18 | 1 07 | 2 | 8 60 | 58 44 | 0 58 | ..... | 1 25 | 48 00 | ..... | 3 75 |
| Artonka | 720 85 | 10,228 80 | 58 63 | 216 | 2,956 43 | 433 13 | 30 23 | 9 43 | 4 01 | 295 50 | 15 00 | 30 00 |
| Arkwright | 118 68 | 2,829 38 | 15 97 | * | 500 32 | 39 00 | 7 82 | ..... | 0 95 | 52 50 | ..... | 3 75 |
| Arnow | 127 31 | 1,420 62 | 9 09 | 19 | 231 10 | 97 76 | 4 20 | ..... | 1 17 | 41 25 | ..... | 3 75 |
| Arnprior | 5,365 65 | 23,331 63 | 109 83 | 1,078 | 18,672 71 | 2,757 88 | 71 67 | 43 92 | 19 68 | 1,538 25 | 24 75 | ..... |
| Arthur | 1,875 57 | 9,568 31 | 45 87 | 624 | 3,471 20 | 1,615 45 | 33 71 | 5 75 | 18 66 | 576 00 | 30 00 | 75 00 |
| Arva | 112 00 | 1,268 66 | 6 81 | 43 | 383 81 | 131 45 | 3 50 | ..... | 0 78 | 54 00 | ..... | 3 75 |
| Arva | 154 05 | 3,037 07 | 15 18 | 31 | 685 18 | 92 39 | 8 60 | ..... | 2 63 | 72 00 | ..... | 3 75 |
| Ashburn | 249 00 | 2,103 98 | 9 73 | 25 | 484 70 | 50 88 | 5 79 | ..... | 2 12 | 102 00 | 27 00 | 11 25 |
| Ashton | 52 86 | 957 12 | 1 21 | 22 | 310 28 | 51 01 | 2 88 | 0 85 | 0 67 | 18 75 | ..... | ..... |
| Ashworth | 1,520 94 | 17,031 81 | 91 82 | 391 | 6,336 81 | 1,269 15 | 48 57 | 2 91 | 10 66 | 433 50 | 18 75 | 60 00 |
| Athens | 338 17 | 1,140 65 | 6 15 | 77 | 1,449 06 | 73 23 | 3 80 | ..... | 1 22 | 137 50 | ..... | 13 75 |
| Atchley | 923 94 | 25,330 82 | 116 79 | 241 | 3,879 30 | 551 53 | 71 21 | 10 41 | 4 29 | 331 50 | 21 75 | 30 00 |
| Aurora | 356 62 | 15,490 33 | 71 66 | 160 | 1,768 58 | 223 01 | 43 16 | 6 17 | 1 70 | 138 75 | 13 50 | 15 00 |
| Aurora | 625 07 | 14,322 13 | 71 75 | 306 | 1,245 67 | 282 43 | 41 45 | 29 18 | 4 63 | 247 50 | 7 50 | 26 25 |
| Aurora | 2,748 75 | 14,100 85 | 70 54 | 917 | 15,843 69 | 3,631 95 | 11 46 | 21 48 | 21 64 | 773 33 | 67 50 | 165 00 |
| Aurora | 169 18 | 2,441 91 | 9 99 | 87 | 1,446 53 | 157 55 | 6 45 | ..... | 3 01 | 67 50 | ..... | 7 50 |
| Avening | 769 99 | 6,649 69 | 42 61 | 182 | 4,120 52 | 190 96 | 19 66 | ..... | 3 56 | 331 50 | 1 25 | 30 00 |
| Avonmore | 4,469 01 | 10,243 01 | 51 90 | 1,407 | 20,915 87 | 4,359 47 | 38 01 | 7 72 | 28 37 | 1,198 50 | 60 00 | 165 00 |
| Aylmer, West | 1,492 88 | 5,778 82 | 34 77 | 344 | 4,531 26 | 757 45 | 17 29 | 3 62 | 12 22 | 489 00 | 12 00 | 60 00 |
| Ayr | 709 34 | 6,294 26 | 39 93 | 393 | 3,097 09 | 700 41 | 47 65 | 7 34 | 6 28 | 310 00 | 2 25 | 30 00 |
| Ayr | 706 99 | 7,828 72 | 41 06 | 235 | 2,957 45 | 367 43 | 23 09 | 14 39 | 6 02 | 270 00 | 63 75 | 30 00 |
| Baden | 294 59 | 4,478 91 | 21 14 | 57 | 787 61 | 149 67 | 13 01 | ..... | 1 91 | 33 00 | ..... | 7 50 |
| Bainboro | 252 85 | 5,047 68 | 21 63 | 56 | 1,210 41 | 381 13 | 11 23 | ..... | 1 83 | 101 25 | 2 25 | 11 25 |
| Bainville | 958 69 | 29,985 49 | 176 23 | 295 | 5,671 83 | 336 06 | 87 08 | 6 57 | 2 88 | 393 00 | 13 50 | 45 00 |
| Bala | 154 74 | 447 21 | 2 66 | 5 | 173 83 | 121 30 | 1 25 | ..... | 1 39 | 67 50 | ..... | 3 75 |
| Balford | 37 47 | 619 26 | 3 27 | 10 | 50 50 | 41 00 | 1 71 | ..... | 0 34 | 42 00 | ..... | 3 75 |
| Balderny | 189 81 | 2,133 37 | 10 35 | 31 | 540 81 | 92 20 | 6 00 | ..... | 4 81 | 82 50 | ..... | 7 50 |
| Baldmore | 1,407 84 | 16,339 28 | 82 98 | 230 | 4,309 59 | 1,147 07 | 45 92 | 11 56 | 11 95 | 462 00 | 21 00 | 60 00 |
| Bancroft | 182 57 | 1,987 40 | 9 11 | 4 | 165 50 | 66 06 | 5 65 | ..... | 0 89 | 96 00 | ..... | 7 50 |
| Bannockburn | 10,867 61 | 29,661 61 | 191 51 | 2,465 | 46,636 06 | 6,474 51 | 98 02 | 53 07 | 33 91 | 62,661 75 | 63 00 | ..... |
| Barrie | 245 00 | ..... | ..... | 16 | 282 71 | 10 00 | ..... | ..... | 0 19 | 91 50 | ..... | 7 50 |
| Barrie | 106 37 | 2,539 25 | 11 43 | 13 | 139 75 | 63 86 | 7 00 | ..... | 1 83 | 51 06 | ..... | 3 75 |
| Barrow Bay | 434 13 | 5,062 68 | 21 44 | 76 | 1,253 69 | 71 43 | 14 10 | ..... | 5 81 | 174 00 | 2 25 | 18 75 |
| Barry's Bay | 129 25 | 738 43 | 5 79 | 41 | 106 99 | 41 60 | 2 16 | ..... | 1 23 | 51 00 | ..... | 3 75 |
| Bartonville | 250 13 | 4,798 43 | 24 23 | 93 | 1,449 33 | 288 90 | 13 61 | ..... | 3 87 | 159 57 | 2 25 | 15 00 |
| Bartwick | 544 32 | 9,534 20 | 43 26 | 238 | 3,355 55 | 974 74 | 30 49 | 24 22 | 1 28 | 496 50 | 60 00 | 18 75 |
| Bath | 477 71 | 6,764 11 | 38 33 | 179 | 3,629 43 | 270 17 | 21 72 | ..... | 1 02 | 195 00 | ..... | 18 75 |
| Bayfield | 340 46 | 4,972 36 | 27 93 | 116 | 1,861 06 | 228 26 | 15 49 | 6 67 | 3 67 | 111 00 | 10 50 | 11 25 |
| Baysville | 533 39 | 4,735 96 | 24 66 | 111 | 2,451 69 | 380 89 | 13 67 | 0 11 | 4 17 | 210 00 | ..... | 22 50 |
| Beachburg | 121 57 | 5,003 69 | 32 66 | 118 | 1,510 11 | 293 45 | 15 19 | 2 70 | 4 17 | 193 50 | ..... | 18 75 |
| Beachville | 145 92 | 2,851 08 | 11 23 | 26 | 293 73 | 61 21 | 8 14 | ..... | 1 57 | 54 00 | ..... | 3 75 |
| Beaton | 2,363 82 | 15,619 54 | 96 23 | 914 | 9,310 78 | 2,411 37 | 47 79 | 14 56 | 11 89 | 549 00 | 30 00 | 75 00 |
| Beausville | 583 45 | 3,062 36 | 18 52 | 45 | 1,250 29 | 81 26 | 10 11 | ..... | 1 57 | 265 00 | ..... | 30 00 |

a. Non-accounting from December 1, 1906.

b. Non-accounting from September 1, 1906.

c. Accounting from December 1, 1906.

d. Including commission on box rents, from September 1 to November 1, 1906.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders Issued. | Total Amount of Money Orders issued. | | Total Commis- sion received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Compen- sation paid to Post- masters on M. O. business. | Compen- sation paid to Post- masters on S. B. business. | Compen- sation paid to Post- masters on P. N. business. | Salary. | Forward Allow- ance. | | Allow- ance towards Rent, Fuel and Light. | |
|--------------------|-----------------------|----|--------------------------------|--------------------------------------|----|--|------------------------------|------------------------------------|----|---|---|---|---------|----------------------|----|---|----|
| | £ | s. | | £ | s. | | | £ | s. | | | | | £ | s. | | £ |
| Beaverton | 1,678 | 67 | 1,455 | 19,779 | 93 | 118 | 21 | 7,124 | 87 | 1,230 | 89 | 56 | 86 | 322 | 00 | 75 | 00 |
| Becher | 465 | 07 | 128 | 2,315 | 02 | 12 | 00 | 1,327 | 94 | 85 | 93 | 7 | 71 | 42 | 00 | 3 | 75 |
| Bedford Park | 180 | 06 | 95 | 961 | 83 | 9 | 06 | 588 | 30 | 37 | 15 | 3 | 17 | 61 | 50 | 3 | 75 |
| Beechwood | 61 | 97 | 32 | 607 | 63 | 2 | 98 | 415 | 61 | 51 | 90 | 1 | 68 | 32 | 00 | | |
| Beecon | 1,669 | 28 | 713 | 6,686 | 67 | 44 | 31 | 4,894 | 63 | 627 | 87 | 19 | 16 | 651 | 00 | 90 | 00 |
| Belfountain | 174 | 73 | 195 | 2,754 | 49 | 14 | 49 | 744 | 72 | 112 | 54 | 7 | 77 | 69 | 00 | 3 | 75 |
| Belgrave | 437 | 51 | 183 | 3,933 | 95 | 18 | 46 | 1,659 | 61 | 249 | 20 | 11 | 39 | 210 | 00 | 4 | 75 |
| Belhaven | 165 | 72 | 317 | 17,793 | 31 | 58 | 98 | 667 | 80 | 92 | 75 | 49 | 27 | 87 | 00 | 7 | 50 |
| Belle River | 334 | 74 | 452 | 8,769 | 35 | 11 | 89 | 1,727 | 93 | 168 | 65 | 25 | 02 | 125 | 00 | 11 | 25 |
| Belleville | 15,637 | 55 | 2,863 | 41,418 | 18 | 237 | 18 | 60,791 | 08 | 9,528 | 30 | 18 | 40 | 3,435 | 10 | | |
| Belleville Station | 817 | 54 | 464 | 6,988 | 81 | 40 | 31 | 1,052 | 47 | 65 | 05 | 19 | 76 | 296 | 25 | 30 | 00 |
| Bell's Corners | 132 | 56 | 153 | 4,222 | 99 | 29 | 84 | 330 | 38 | 21 | 20 | 11 | 98 | 45 | 00 | 3 | 75 |
| Belmont | 646 | 57 | 228 | 4,792 | 38 | 23 | 13 | 1,510 | 97 | 199 | 65 | 14 | 41 | 234 | 00 | 26 | 25 |
| Belwood | 378 | 75 | 261 | 4,130 | 89 | 21 | 17 | 2,017 | 34 | 277 | 64 | 0 | 93 | 165 | 00 | 15 | 00 |
| Benniller | 100 | 97 | 163 | 2,641 | 36 | 13 | 30 | 727 | 87 | 82 | 29 | 7 | 72 | 1 | 01 | 3 | 75 |
| Berkeley | 178 | 42 | 47 | 690 | 51 | 2 | 82 | 1,007 | 77 | 113 | 15 | 1 | 95 | 45 | 00 | 7 | 50 |
| Berlin | 20,496 | 24 | 3,716 | 31,278 | 14 | 276 | 07 | 55,078 | 62 | 7,193 | 48 | 3 | 30 | 3,172 | 59 | 21 | 00 |
| Berville | 186 | 44 | 184 | 3,042 | 63 | 14 | 93 | 1,388 | 40 | 117 | 55 | 8 | 45 | 81 | 00 | 7 | 50 |
| Berwick | 216 | 06 | 179 | 3,137 | 74 | 14 | 96 | 683 | 17 | 116 | 16 | 9 | 17 | 90 | 00 | 3 | 00 |
| Berwyn | 340 | 92 | 229 | 2,896 | 57 | 16 | 06 | 1,188 | 89 | 335 | 63 | 8 | 29 | 150 | 00 | 15 | 00 |
| Biltings Bridge | 259 | 48 | 148 | 1,989 | 15 | 10 | 71 | 139 | 94 | 39 | 68 | 5 | 47 | 114 | 00 | 11 | 25 |
| Biscotasing | 384 | 40 | 98 | 2,668 | 31 | 11 | 99 | 518 | 46 | 29 | 00 | 7 | 53 | 187 | 50 | 18 | 75 |
| Bishops Mills | 200 | 62 | 125 | 4,472 | 23 | 17 | 22 | 1,248 | 11 | 104 | 22 | 13 | 08 | 85 | 50 | 7 | 50 |
| Bismark | 265 | 82 | 378 | 12,417 | 13 | 45 | 74 | 2,262 | 86 | 46 | 15 | 34 | 16 | 97 | 50 | 7 | 50 |
| Blackstock | 268 | 84 | 308 | 6,484 | 75 | 29 | 88 | 578 | 41 | 236 | 40 | 18 | 01 | 131 | 00 | 13 | 75 |
| Blair | 203 | 10 | 20 | 965 | 57 | 2 | 41 | 347 | 95 | 35 | 80 | 1 | 81 | 97 | 50 | 7 | 50 |
| Blenheim | 2,262 | 45 | 1,355 | 12,108 | 91 | 80 | 94 | 7,215 | 93 | 1,388 | 53 | 40 | 93 | 791 | 25 | 90 | 00 |
| Bleazard Valley | 208 | 90 | 228 | 5,350 | 33 | 24 | 87 | 963 | 00 | 25 | 97 | 14 | 70 | 78 | 00 | 7 | 50 |
| Blind River | 2,832 | 39 | 2,623 | 42,897 | 48 | 243 | 31 | 5,912 | 92 | 562 | 46 | 121 | 06 | 694 | 50 | 90 | 00 |
| Bloomfield | 768 | 15 | 580 | 5,591 | 86 | 40 | 69 | 1,152 | 70 | 294 | 85 | 16 | 99 | 285 | 00 | 30 | 00 |
| Bluesvale | 292 | 76 | 294 | 4,701 | 59 | 23 | 83 | 2,266 | 61 | 208 | 18 | 13 | 31 | 111 | 00 | 11 | 25 |
| Blyth | 1,306 | 85 | 832 | 12,337 | 71 | 63 | 34 | 5,565 | 98 | 636 | 90 | 37 | 11 | 447 | 00 | 60 | 00 |
| Blytheswood | 162 | 81 | 326 | 4,678 | 38 | 23 | 71 | 699 | 72 | 72 | 80 | 12 | 87 | 69 | 00 | 7 | 50 |

SESSIONAL PAPER No. 24

| | | | | | | | | | | | | |
|--------------------|-----------|-------|-----------|--------|--------|------------|-----------|--------|-------|-------|----------|--------|
| Baboyegon | 1,455 50 | 943 | 14,651 58 | 79 70 | 343 | 6,086 95 | 617 68 | 45 13 | 20 15 | 8 40 | 472 50 | 60 00 |
| Bagnor | 238 36 | 23 | 869 15 | 3 51 | 12 | 231 40 | 66 02 | 2 78 | | 1 91 | 108 00 | 11 25 |
| Belfon | 1,296 55 | 500 | 14,331 96 | 63 18 | 350 | 6,392 87 | 750 00 | 42 02 | 21 72 | 9 66 | 463 50 | 60 00 |
| Bonhead | 268 22 | 312 | 7,401 38 | 58 64 | 86 | 1,439 92 | 279 87 | 20 41 | 4 20 | 4 23 | 112 30 | 18 75 |
| Bonfield | 441 85 | 542 | 11,646 12 | 58 83 | 134 | 2,608 80 | 269 31 | 32 35 | | 8 15 | 176 25 | 3 75 |
| Bornholm | 143 04 | 1,090 | 3,269 51 | 16 09 | 22 | 2,292 99 | 51 20 | 8 83 | | 0 79 | 60 00 | 75 00 |
| Bothwell | 1,275 14 | 1,090 | 13,797 35 | 74 89 | 385 | 7,292 50 | 1,086 81 | 41 77 | 14 22 | 23 36 | 450 00 | 120 00 |
| Bowmanville | 4,598 67 | 574 | 6,706 86 | 47 99 | 1,028 | 13,032 65 | 2,347 03 | 28 70 | 22 50 | 23 36 | 1,396 50 | 90 00 |
| Bracebridge | 4,866 97 | 1,391 | 35,682 92 | 251 42 | 1,139 | 17,332 17 | 3,414 77 | 102 62 | 37 98 | 32 37 | 1,377 00 | 195 00 |
| Bracebridge | 226 00 | 53 | 457 85 | 5 79 | 73 | 766 07 | 42 44 | 2 65 | | 1 07 | 39 00 | 7 50 |
| Bradford | 1,804 00 | 385 | 8,111 71 | 40 45 | 504 | 6,545 60 | 1,030 58 | 21 61 | 6 65 | 14 20 | 577 50 | 75 00 |
| Brasside | 708 35 | 302 | 3,628 09 | 22 90 | 49 | 731 55 | 169 69 | 10 29 | | 2 47 | 331 50 | 30 00 |
| Brampton | 6,003 41 | 306 | 6,850 47 | 51 47 | 1,261 | 22,901 96 | 3,403 20 | 28 77 | 15 39 | 27 46 | 1,592 25 | |
| Brampton | 37,328 29 | 5,965 | 94,662 57 | 706 32 | 11,325 | 216,079 82 | 11,384 15 | | | | 6,042 45 | |
| Breechin | 545 36 | 819 | 18,157 81 | 68 18 | 127 | 2,339 95 | 222 41 | 51 40 | 8 21 | 3 37 | 205 25 | 22 50 |
| Bremen | 338 28 | 231 | 2,821 28 | 16 59 | 13 | 50 50 | 15 25 | 7 78 | | 1 20 | 163 50 | 11 25 |
| Breslau | 181 13 | 211 | 1,510 81 | 10 81 | 32 | 591 66 | 72 30 | 4 53 | | 0 82 | 82 50 | 7 50 |
| Bridgeburg | 6,570 67 | 394 | 7,073 38 | 54 69 | 354 | 4,089 68 | 654 69 | 23 88 | 19 95 | 11 59 | 403 00 | 18 00 |
| Bridgen | 1,095 41 | 827 | 11,902 82 | 32 85 | 405 | 8,588 66 | 824 25 | 47 00 | 0 64 | 11 59 | 403 00 | 45 00 |
| Bright | 500 76 | 375 | 5,829 16 | 32 55 | 123 | 2,144 76 | 281 57 | 17 36 | 5 33 | 3 73 | 201 00 | 22 50 |
| Brighton | 1,931 75 | 654 | 7,613 29 | 45 31 | 588 | 9,335 37 | 1,355 76 | 30 18 | 2 80 | 21 96 | 601 50 | 75 00 |
| Brimston's Corners | 226 08 | 178 | 4,091 12 | 19 07 | 30 | 317 96 | 126 15 | 11 36 | | 5 75 | 81 00 | 7 50 |
| Brockville | 23,970 74 | 2,249 | 23,507 16 | 167 08 | 5,368 | 73,478 63 | 14,482 63 | | | | 1,355 25 | |
| Bronte | 391 95 | 268 | 2,425 95 | 17 28 | 57 | 895 33 | 88 75 | 7 10 | 2 65 | 0 99 | 148 50 | 15 00 |
| Brooklin | 675 23 | 582 | 6,952 87 | 41 02 | 186 | 2,336 47 | 376 37 | 20 57 | 6 08 | 3 34 | 293 50 | 30 00 |
| Brookside | 31 66 | 71 | 888 49 | 5 55 | 5 | 72 97 | 14 25 | 2 36 | | 0 65 | 33 00 | 3 75 |
| Broughton | 348 35 | 171 | 2,867 76 | 14 38 | 40 | 768 34 | 125 10 | 8 00 | 1 80 | 2 72 | 146 50 | 13 75 |
| Brown's Nurseries | 2,525 00 | 1,086 | 8,112 38 | 39 37 | 273 | 3,718 71 | 671 17 | 22 39 | | 1 01 | 874 16 | 120 00 |
| Brownsville | 397 46 | 151 | 2,601 26 | 14 92 | 53 | 810 38 | 95 06 | 7 93 | | 5 89 | 146 25 | 15 00 |
| Brucefield | 367 44 | 199 | 2,366 77 | 13 80 | 66 | 1,746 93 | 92 65 | 8 93 | | 2 08 | 142 50 | 15 00 |
| Bruce Mines | 1,144 88 | 1,133 | 12,889 69 | 31 69 | 267 | 4,619 83 | 561 25 | 29 33 | | 6 98 | 363 00 | 15 00 |
| Bruce Lake Station | 429 97 | 340 | 5,197 45 | 26 76 | 4 | 36 65 | 14 25 | 14 29 | | 1 97 | 127 50 | 11 25 |
| Bussels | 2,151 18 | 792 | 10,631 98 | 58 17 | 573 | 8,765 95 | 1,379 74 | 32 47 | 3 46 | 9 81 | 636 00 | 120 00 |
| Burford | 847 68 | 345 | 5,065 16 | 28 47 | 282 | 5,689 37 | 504 17 | 18 91 | 3 26 | 5 19 | 288 00 | 30 00 |
| Burgessville | 289 91 | 321 | 6,133 40 | 30 47 | 143 | 1,214 52 | 213 04 | 18 74 | | 2 23 | 120 00 | 16 50 |
| Burketon Station | 156 53 | 80 | 2,119 95 | 10 56 | 13 | 311 13 | 13 00 | 6 69 | | 1 06 | 72 50 | 6 25 |
| Burk's Falls | 2,245 37 | 1,628 | 20,223 57 | 121 08 | 670 | 10,106 70 | 1,402 79 | 58 11 | 11 71 | 16 18 | 588 00 | 90 00 |
| Burlington | 1,990 29 | 594 | 7,512 68 | 17 50 | 415 | 7,123 33 | 887 99 | 26 62 | 7 69 | 11 04 | 588 00 | 75 00 |
| Burnt River | 196 08 | 138 | 2,650 10 | 14 41 | 29 | 299 14 | 139 55 | 5 67 | | 0 87 | 97 50 | 7 50 |
| Burnitt's Rapids | 298 12 | 160 | 2,500 36 | 12 98 | 51 | 877 12 | 58 49 | 7 29 | | 3 97 | 117 00 | 11 25 |
| Byng Inlet | 893 31 | 1,481 | 55,281 11 | 408 41 | 1087 | 2,768 33 | 133 61 | 152 36 | 41 23 | 8 41 | 283 00 | 30 00 |
| Caché Bay | 729 68 | 205 | 3,398 66 | 18 30 | 56 | 1,026 74 | 141 13 | 9 52 | 10 21 | 6 37 | 291 00 | 30 00 |
| Cauro | 140 32 | 224 | 3,069 81 | 16 16 | 38 | 555 01 | 104 10 | 8 77 | | 0 34 | 63 00 | 3 75 |
| Castroville | 163 79 | 179 | 2,865 92 | 13 98 | 13 | 271 62 | 67 25 | 7 91 | | 0 57 | 41 25 | 3 75 |
| Calabogie | 456 32 | 647 | 6,250 91 | 38 15 | 116 | 2,173 25 | 201 77 | 17 31 | | 2 19 | 115 00 | 21 25 |
| Calodon | 328 09 | 263 | 7,449 17 | 31 70 | 130 | 1,405 73 | 327 74 | 29 90 | | 4 65 | 216 00 | 15 00 |
| Calodon East | 548 26 | 291 | 5,323 41 | 27 48 | 235 | 3,443 23 | 304 26 | 16 15 | | 6 92 | 228 75 | 22 50 |
| Caloboma | 1,687 69 | 630 | 9,029 67 | 51 63 | 346 | 7,233 49 | 891 40 | 28 41 | 10 50 | 12 41 | 512 00 | 77 00 |
| Caloboma Springs | 263 61 | 76 | 730 86 | 6 63 | 15 | 602 35 | 14 19 | 3 17 | | 0 61 | 87 50 | 7 50 |

Including \$9.65 arrears on duty.

Including \$2.50 arrears.

Including \$63.50 arrears.

Including commission on box-rents.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office, | Gross Postal Revenue, | Number of Money Orders issued, | Total Amount of Money Orders issued, | Total Commission received from Public, | Number of Money Orders paid, | Total Amount of Money Orders paid, | Compen- sation paid to Post- masters on M. O. business, | | Compen- sation paid to Post- masters on S. R. business, | | Salary. | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. |
|-------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|---|--------|---|--------|----------|----------------------|---|
| | | | | | | | % cts. | % cts. | % cts. | % cts. | | | |
| Gallender | 787 83 | 622 | 8,543 22 | 53 11 | 101 | 1,549 23 | 168 19 | 24 09 | 13 61 | 5 93 | 270 00 | 15 00 | 30 00 |
| Cambay | 216 82 | 315 | 4,707 82 | 25 53 | 62 | 1,409 23 | 108 11 | 13 32 | 1 22 | 1 56 | 90 00 | | 7 50 |
| Canden East. | 368 59 | 221 | 4,282 25 | 21 46 | 136 | 1,445 46 | 190 48 | 12 73 | | 6 03 | 141 00 | | 15 00 |
| Camlaelic | 416 47 | 358 | 6,345 47 | 33 67 | 63 | 2,234 33 | 191 65 | 17 98 | | 3 76 | 163 50 | | 15 00 |
| Campdenroft. | 169 21 | 71 | 1,296 36 | 6 51 | 39 | 793 24 | 90 02 | 3 59 | | 0 85 | 90 00 | | 7 50 |
| Campbellford. | 3,489 99 | 1,369 | 15,178 19 | 97 67 | 669 | 10,892 29 | 1,788 25 | 49 01 | 14 25 | 16 78 | 975 00 | 6 00 | 135 00 |
| Campbellville. | 240 31 | 330 | 8,045 16 | 44 30 | 67 | 768 10 | 79 79 | 22 23 | 7 81 | 2 71 | 115 50 | | 11 25 |
| Canfield. | 443 67 | 286 | 7,212 65 | 30 80 | 72 | 1,256 41 | 285 20 | 20 28 | 4 93 | 8 11 | 190 50 | | 18 75 |
| Cannington. | 1,881 89 | 963 | 12,629 65 | 70 42 | 485 | 8,135 74 | 1,503 71 | 35 74 | 2 03 | 19 54 | 603 00 | 52 50 | 79 00 |
| Cardinal. | 1,728 36 | 1,283 | 12,907 92 | 77 54 | 322 | 5,065 15 | 559 88 | 39 46 | 3 41 | 7 30 | 540 00 | 36 00 | 75 00 |
| Carroll. | 691 97 | 483 | 5,627 33 | 32 03 | 182 | 1,983 83 | 216 00 | 16 22 | 1 86 | 1 04 | 271 50 | | 30 00 |
| Carleton Place. | 4,781 91 | 1,765 | 23,922 29 | 140 13 | 1,381 | 22,840 82 | 2,233 01 | 73 01 | 28 97 | 21 83 | 1,357 50 | 25 50 | 30 00 |
| Carletonford. | 90 63 | 65 | 1,469 98 | 6 65 | 12 | 124 68 | 38 50 | 4 11 | | 1 07 | 40 50 | | 3 75 |
| Carleton Springs. | 282 99 | 20 | 1,006 52 | 3 55 | 7 | 45 30 | 120 70 | 2 77 | | 0 75 | 132 00 | | 15 00 |
| Carlsruhe. | 104 84 | 143 | 2,337 47 | 11 22 | 16 | 329 61 | 29 69 | 6 56 | | 0 82 | 46 50 | | 3 75 |
| Carlton West. | 1,264 29 | 781 | 7,702 67 | 94 85 | 380 | 609 70 | 80 75 | 22 49 | | 0 55 | 291 00 | | 30 00 |
| Carleton. | 869 50 | 227 | 4,300 73 | 21 48 | 118 | 2,576 68 | 453 74 | 12 68 | | 6 00 | 322 50 | 12 00 | 30 00 |
| Cartier. | 555 45 | 478 | 11,555 62 | 76 01 | 16 | 200 23 | 28 85 | 31 81 | | 1 60 | 183 00 | | 15 00 |
| Casselman. | 584 63 | 1,117 | 22,801 50 | 105 02 | 192 | 5,581 87 | 340 54 | 65 00 | 9 22 | 2 13 | 232 50 | 25 50 | 26 25 |
| Cassleton. | 900 58 | 412 | 8,810 10 | 40 80 | 132 | 1,876 37 | 570 01 | 36 25 | | 5 44 | 369 00 | 7 50 | 30 00 |
| Cadaraqui. | 246 16 | 111 | 1,723 13 | 9 12 | 35 | 368 29 | 195 94 | 3 94 | | 2 80 | 120 00 | | 11 25 |
| Cayuga. | 1,520 60 | 494 | 10,788 77 | 53 22 | 413 | 6,013 24 | 1,061 18 | 33 17 | 7 30 | 19 66 | 494 25 | 18 00 | 15 00 |
| Cedar Dale. | 570 28 | 323 | 3,862 33 | 28 31 | 35 | 323 21 | 48 13 | 11 00 | | 3 08 | 172 50 | | 15 00 |
| Cedar Springs. | 174 89 | 125 | 1,823 34 | 10 43 | 37 | 563 01 | 30 95 | 5 66 | | 2 20 | 89 00 | | 7 50 |
| Charleville. | 143 60 | 31 | 658 46 | 3 56 | 1 | 14 00 | 28 65 | 1 82 | | 0 16 | 56 25 | | 3 75 |
| Centralia. | 302 32 | 52 | 1,149 89 | 5 59 | 28 | 552 14 | 128 48 | 3 36 | | 2 73 | 121 50 | 16 50 | 11 25 |
| Centreville. | 87 05 | 39 | 1,589 00 | 5 58 | 29 | 419 71 | 65 57 | 3 33 | | 0 88 | 58 00 | | 3 75 |
| Ceylon. | 392 87 | 130 | 2,915 01 | 12 40 | 79 | 983 99 | 215 60 | 8 71 | | 4 50 | 150 00 | 12 00 | 15 00 |
| Chalk River. | 353 58 | 453 | 10,445 09 | 60 99 | 74 | 1,467 01 | 228 43 | 28 89 | | 4 64 | 138 00 | 2 25 | 60 00 |
| Chapleau. | 1,538 94 | 1,712 | 34,538 25 | 211 25 | 126 | 2,715 23 | 279 47 | 96 09 | 75 45 | 5 91 | 499 50 | | 60 00 |
| Charing Cross. | 202 07 | 258 | 4,648 02 | 22 76 | 36 | 327 98 | 169 36 | 13 03 | | 0 37 | 78 00 | 5 25 | 7 50 |
| Charlton. | 149 69 | 249 | 4,335 80 | 20 99 | 20 | 844 84 | 53 95 | 12 81 | | 0 47 | 48 00 | | 3 75 |
| Chatham. | 21,677 88 | 919 | 30,484 69 | 213 22 | 8,321 | 129,258 94 | 19,770 68 | 164 69 | 43 66 | 49 11 | 4,659 00 | 180 00 | |

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| | | | | | | | | | | | | |
|-------------------------|--------|------------|----------|-------|-----------|----------|--------|--------|-------|----------|--------|--------|
| Chadsworth..... | 517 | 9,171 59 | 46 21 | 223 | 4,078 28 | 679 90 | 27 20 | 2 30 | 10 38 | 304 50 | 142 50 | 30 00 |
| Chapside..... | 50 | 1,231 62 | 5 95 | 39 | 875 63 | 58 50 | 3 58 | ..... | 2 24 | 86 25 | ..... | 7 50 |
| Chelmsford..... | 849 | 16,789 16 | 82 80 | 102 | 1,664 92 | 251 67 | 46 18 | ..... | 1 09 | 273 50 | 25 50 | 26 25 |
| Cheltenham..... | 28 | 537 31 | 3 70 | 36 | 593 06 | 131 89 | 1 66 | ..... | 4 03 | 91 50 | ..... | 7 50 |
| Chesley..... | 1,157 | 10,569 90 | 70 62 | 721 | 13,631 80 | 1,610 06 | 33 71 | 4 14 | 10 17 | 967 50 | 10 50 | 120 00 |
| Chessterville..... | 747 | 9,192 04 | 51 93 | 282 | 1,321 85 | 547 28 | 27 67 | 24 37 | 11 87 | 505 50 | 72 00 | 69 00 |
| Chippawa..... | 302 | 4,416 18 | 25 74 | 107 | 1,421 40 | 205 11 | 14 06 | 18 88 | 4 40 | 205 00 | ..... | 21 25 |
| Chloride..... | 159 | 2,622 66 | 13 57 | 78 | 763 33 | 277 22 | 7 23 | ..... | 2 22 | 132 00 | ..... | 15 00 |
| Churchill..... | 248 | 8,418 39 | 32 16 | 115 | 4,729 55 | 83 65 | 26 43 | ..... | 1 81 | 77 00 | ..... | 6 25 |
| Clum & Blondeau..... | 166 | 2,223 41 | 11 69 | 59 | 495 41 | 117 14 | 6 26 | ..... | 0 69 | 72 50 | 18 00 | 6 25 |
| Clanclough..... | 356 | 6,297 31 | 31 75 | 144 | 2,315 60 | 480 29 | 18 13 | 2 88 | 6 24 | 192 00 | ..... | 18 75 |
| Claremont..... | 199 | 3,240 52 | 16 55 | 96 | 487 92 | 26 30 | 9 19 | 14 25 | 1 09 | 100 50 | ..... | 11 25 |
| Clarence Creek..... | 156 | 5,591 91 | 22 30 | 148 | 3,798 81 | 145 11 | 22 49 | 39 36 | 6 84 | 165 00 | 4 50 | 15 00 |
| Clarke..... | 245 | 2,581 57 | 16 85 | 61 | 873 88 | 115 85 | 7 93 | ..... | 0 93 | 91 50 | 22 50 | 7 50 |
| Clarksburg..... | 400 | 1,668 55 | 27 21 | 246 | 2,987 65 | 506 50 | 13 79 | 35 43 | 7 11 | 280 00 | 61 50 | 30 00 |
| Clarkson..... | 747 | 1,636 19 | 8 89 | 1 | 2,930 81 | 183 80 | 4 50 | ..... | 2 33 | 103 50 | ..... | 11 25 |
| Clayton..... | 151 | 4,243 19 | 18 29 | 26 | 258 71 | 56 00 | 11 69 | 1 11 | 1 94 | 73 50 | 10 50 | 7 50 |
| Clear Creek..... | 48 | 1,249 43 | 5 60 | 21 | 310 88 | 81 11 | 3 52 | ..... | 2 86 | 70 50 | ..... | 7 50 |
| Clifford..... | 823 | 4,298 58 | 29 32 | 199 | 3,310 74 | 497 80 | 12 91 | 2 78 | 1 56 | 313 50 | 16 50 | 3 00 |
| Clinton..... | 1,423 | 14,320 34 | 84 37 | 1,111 | 18,689 81 | 2,216 10 | 18 90 | 28 64 | 12 49 | 315 50 | 75 00 | 30 00 |
| Clonca..... | 229 86 | 5,982 68 | 28 17 | 150 | 1,652 00 | 165 62 | 17 76 | 4 76 | 3 11 | 163 50 | 11 25 | 11 25 |
| Coatsworth Station..... | 74 | 2,111 68 | 9 56 | 22 | 300 15 | 91 87 | 6 00 | ..... | 1 89 | 51 00 | ..... | 3 75 |
| Cobalt..... | 5,672 | 139,616 32 | 729 31 | 513 | 15,375 16 | 1,023 63 | 396 49 | ..... | 15 65 | 2,682 00 | 7 50 | 225 00 |
| Cobden..... | 458 | 6,678 16 | 36 41 | 268 | 5,190 55 | 593 14 | 18 81 | 3 41 | 8 45 | 439 50 | 15 00 | 60 00 |
| Cobocook..... | 298 | 3,685 63 | 22 21 | 175 | 1,177 87 | 324 63 | 10 13 | ..... | 3 92 | 202 50 | 21 00 | 21 25 |
| Cobourg..... | 7,827 | 26,010 26 | 185 84 | 1,270 | 18,294 98 | 3,328 74 | 91 65 | 16 78 | 20 47 | 2,036 25 | 135 00 | ..... |
| Coekburn Island..... | 316 | 3,610 21 | 21 56 | 20 | 369 63 | 101 20 | 9 46 | ..... | 1 50 | 82 50 | ..... | 7 50 |
| Codrington..... | 114 | 2,397 41 | 10 66 | 8 | 117 39 | 110 08 | 6 39 | ..... | 1 41 | 69 50 | ..... | 6 25 |
| Coe Hill..... | 267 | 6,270 52 | 28 65 | 70 | 1,256 75 | 176 56 | 17 71 | ..... | 6 39 | 166 50 | 27 00 | 18 75 |
| Collborne..... | 1,131 | 16,570 72 | 92 30 | 770 | 10,248 60 | 2,303 61 | 50 24 | 1 81 | 18 13 | 1,117 50 | 169 50 | 150 00 |
| Colborne..... | 79 | 2,437 19 | 9 32 | 19 | 393 67 | 261 02 | 6 11 | ..... | 2 31 | 61 50 | ..... | 3 75 |
| Coldestream..... | 142 13 | 2,931 79 | 117 06 | 376 | 6,280 26 | 1,115 29 | 62 70 | 20 22 | 18 18 | 581 25 | 36 00 | 75 00 |
| Goldwater..... | 828 | 3,218 37 | 28 00 | 62 | 839 19 | 69 90 | 9 33 | ..... | 0 29 | 217 50 | ..... | 22 50 |
| Colman..... | 3,660 | 46,298 92 | 360 95 | 2,465 | 16,114 06 | 4,857 11 | 151 19 | 53 89 | 27 06 | 2,307 00 | 13 50 | 330 00 |
| Collingwood..... | 36 | 336 91 | 1 48 | 88 | 820 53 | 119 74 | 2 97 | ..... | 1 58 | 109 50 | ..... | 11 25 |
| Collin's Bay..... | 149 | 1,499 46 | 8 86 | 25 | 260 72 | 26 83 | 4 30 | 26 60 | 1 01 | 66 00 | 2 25 | 7 50 |
| Colpo's Bay..... | 162 | 2,149 65 | 13 69 | 91 | 1,151 91 | 241 29 | 7 29 | ..... | 1 90 | 107 00 | ..... | 11 25 |
| Columbus..... | 775 | 10,386 65 | 57 21 | 322 | 6,327 25 | 618 64 | 30 86 | 5 15 | 7 13 | 336 00 | ..... | 30 00 |
| Comber..... | 392 | 7,629 27 | 34 64 | 35 | 151 11 | 131 06 | 21 60 | 6 75 | 1 66 | 147 50 | 33 75 | 13 75 |
| Combermere..... | 189 | 2,188 15 | 12 91 | 41 | 1,128 76 | 130 77 | 6 37 | ..... | 1 95 | 85 50 | ..... | 7 50 |
| Conestogo..... | 71 | 1,191 17 | 6 46 | 7 | 131 25 | 130 05 | 3 40 | ..... | 2 58 | 101 50 | ..... | 10 00 |
| Conant..... | 309 | 5,731 28 | 27 38 | 129 | 1,432 32 | 278 60 | 17 73 | 3 55 | 5 21 | 163 50 | 10 50 | 15 00 |
| Consecon..... | 177 | 5,772 62 | 27 13 | 279 | 5,719 57 | 606 92 | 16 55 | 6 30 | 13 11 | 369 00 | ..... | 45 00 |
| Coopersdown..... | 250 | 6,546 03 | 29 10 | 107 | 1,027 68 | 304 76 | 18 57 | ..... | 1 58 | 168 00 | ..... | 18 75 |
| Coopersville..... | 188 | 2,132 31 | 13 21 | 58 | 351 36 | 40 90 | 6 21 | ..... | 0 38 | 95 00 | 7 50 | 7 50 |
| Copetown..... | 164 | 1,017 28 | 17 40 | 48 | 151 32 | 74 95 | 11 25 | ..... | 2 11 | 115 50 | ..... | 11 25 |
| Coppleton..... | 1,929 | 165,536 21 | 1,390 86 | 505 | 6,251 95 | 949 28 | 136 54 | 121 33 | 42 81 | 900 00 | ..... | 120 00 |
| Copper Cliff..... | 32 | 1,431 56 | 7 30 | 15 | 230 97 | 348 83 | 4 12 | ..... | 2 78 | 115 50 | ..... | 11 25 |
| Corbettton..... | 180 | 3,391 74 | 16 54 | 78 | 1,834 62 | 174 15 | 9 79 | 1 29 | 1 75 | 94 00 | 2 25 | 7 50 |

a Accounting from February 1, 1907.

a Including commission on box rents.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compen- sation paid to Post- masters on M.O. business. | | Compen- sation paid to Post- masters on S.B. business. | | Salary. | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. | | | | |
|-----------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|------|------------------------------------|--|------|--|------|---------|----------------------|---|-----|------|-----|------|
| | % | cts. | | % | cts. | | | % | cts. | | % | cts. | % | cts. | | | | % | cts. | % | cts. |
| Corinth | 211 | 78 | 213 | 5,706 | 45 | 25 | 93 | 338 | 37 | 157 | 48 | 16 | 22 | 5 | 60 | 101 | 25 | 11 | 25 | | |
| Cornwall | 9,113 | 30 | 2,722 | 32,620 | 77 | 204 | 47 | 38,295 | 98 | 1,803 | 43 | 120 | 01 | 23 | 27 | 62 | 132 | 25 | 75 | 00 | |
| Corruca | 351 | 57 | 256 | 3,071 | 00 | 17 | 01 | 3,161 | 55 | 122 | 81 | 11 | 95 | 00 | 06 | 150 | 00 | 15 | 00 | 00 | |
| Cottam | 199 | 36 | 361 | 8,041 | 11 | 35 | 25 | 750 | 88 | 152 | 30 | 22 | 59 | 00 | 00 | 82 | 50 | 7 | 50 | 00 | |
| Cottland | 381 | 77 | 180 | 3,351 | 87 | 18 | 07 | 911 | 20 | 289 | 20 | 11 | 39 | 00 | 00 | 105 | 00 | 3 | 75 | 00 | |
| Courtwright | 569 | 32 | 519 | 5,363 | 83 | 33 | 55 | 5,016 | 81 | 318 | 58 | 24 | 02 | 4 | 24 | 3 | 73 | 18 | 75 | 00 | |
| Craighurst | 251 | 23 | 266 | 5,572 | 48 | 31 | 58 | 5,165 | 15 | 128 | 02 | 15 | 11 | 00 | 00 | 1 | 33 | 7 | 50 | 00 | |
| Craigmont | 102 | 98 | 522 | 11,505 | 11 | 83 | 15 | 4,066 | 72 | 32 | 08 | 40 | 10 | 00 | 00 | 1 | 61 | 15 | 00 | 00 | |
| Cranbrook | 118 | 87 | 229 | 1,287 | 62 | 20 | 78 | 636 | 29 | 112 | 85 | 11 | 79 | 00 | 00 | 1 | 57 | 3 | 75 | 00 | |
| Creddon | 565 | 62 | 161 | 3,018 | 68 | 11 | 22 | 2,787 | 12 | 412 | 54 | 10 | 48 | 00 | 00 | 3 | 25 | 22 | 50 | 00 | |
| Greenore | 1,174 | 85 | 631 | 7,399 | 56 | 17 | 90 | 3,773 | 13 | 1,789 | 49 | 23 | 78 | 00 | 00 | 10 | 21 | 49 | 50 | 00 | |
| Greighton Mine | 552 | 03 | 1,021 | 39,405 | 21 | 338 | 22 | 749 | 76 | 16 | 58 | 108 | 58 | 00 | 00 | 2 | 12 | 121 | 50 | 00 | |
| Crookston | 159 | 07 | 202 | 2,851 | 47 | 15 | 15 | 301 | 60 | 225 | 00 | 7 | 89 | 00 | 00 | 2 | 32 | 63 | 75 | 00 | |
| Crysler | 614 | 75 | 465 | 8,462 | 20 | 63 | 12 | 6,181 | 80 | 258 | 87 | 24 | 32 | 00 | 00 | 5 | 17 | 255 | 00 | 2 | 25 |
| Cumbyland | 348 | 50 | 293 | 6,391 | 11 | 29 | 64 | 1,639 | 02 | 258 | 28 | 18 | 26 | 00 | 00 | 3 | 49 | 158 | 00 | 15 | 00 |
| Cummings Bridge | 391 | 16 | 102 | 1,717 | 10 | 11 | 05 | 1,332 | 63 | 551 | 88 | 5 | 41 | 00 | 00 | 3 | 23 | 47 | 50 | 7 | 50 |
| Caran | 177 | 48 | 36 | 2,189 | 21 | 8 | 18 | 1,427 | 56 | 455 | 75 | 6 | 11 | 00 | 00 | 4 | 12 | 93 | 75 | 7 | 50 |
| Cather | 336 | 34 | 530 | 8,356 | 42 | 11 | 27 | 358 | 30 | 100 | 17 | 23 | 32 | 00 | 00 | 0 | 96 | 12 | 50 | 17 | 50 |
| Cutler | 371 | 45 | 101 | 2,340 | 00 | 17 | 37 | 1,430 | 34 | 128 | 48 | 7 | 35 | 00 | 00 | 6 | 22 | 115 | 50 | 15 | 00 |
| Davenport | 1,725 | 65 | 1,034 | 12,540 | 63 | 150 | 56 | 8,854 | 41 | 255 | 75 | 36 | 53 | 00 | 00 | 2 | 80 | 430 | 50 | 60 | 00 |
| Davisville | 370 | 81 | 120 | 917 | 55 | 10 | 71 | 900 | 79 | 366 | 74 | 1 | 07 | 00 | 00 | 1 | 58 | 123 | 00 | 11 | 25 |
| Dean Lake | 116 | 02 | 221 | 1,531 | 87 | 22 | 24 | 333 | 77 | 31 | 00 | 12 | 47 | 00 | 00 | 1 | 08 | 65 | 00 | 6 | 25 |
| Deer Park | 1,077 | 32 | 480 | 3,639 | 26 | 40 | 11 | 2,806 | 99 | 538 | 85 | 15 | 00 | 00 | 00 | 12 | 99 | 1 | 55 | 312 | 00 |
| Dedaware | 391 | 26 | 361 | 10,012 | 81 | 11 | 90 | 1,519 | 92 | 296 | 02 | 29 | 21 | 00 | 00 | 2 | 08 | 160 | 50 | 15 | 00 |
| Delton | 1,483 | 50 | 555 | 9,696 | 46 | 47 | 53 | 6,391 | 41 | 1,064 | 49 | 15 | 02 | 00 | 00 | 15 | 02 | 400 | 50 | 4 | 50 |
| Della | 617 | 99 | 431 | 5,690 | 68 | 33 | 09 | 1,812 | 98 | 491 | 22 | 15 | 66 | 00 | 00 | 1 | 25 | 216 | 00 | 26 | 25 |
| Donigh | 191 | 63 | 120 | 2,672 | 13 | 11 | 39 | 543 | 25 | 297 | 62 | 7 | 56 | 00 | 00 | 1 | 59 | 79 | 50 | 3 | 75 |
| Donfield | 240 | 76 | 9 | 4 | 28 | 0 | 63 | 139 | 31 | 31 | 25 | 0 | 40 | 00 | 00 | 1 | 39 | 108 | 00 | 10 | 00 |
| Donipol Harbour | 686 | 66 | 861 | 23,637 | 78 | 141 | 69 | 1,510 | 31 | 268 | 25 | 65 | 94 | 00 | 00 | 11 | 42 | 261 | 50 | 258 | 75 |
| Dosbarau | 328 | 98 | 250 | 2,613 | 19 | 15 | 88 | 946 | 58 | 130 | 80 | 7 | 51 | 00 | 00 | 0 | 96 | 162 | 00 | 17 | 50 |
| Dosbarau | 314 | 86 | 288 | 7,915 | 52 | 33 | 46 | 750 | 65 | 140 | 91 | 23 | 54 | 00 | 00 | 3 | 82 | 141 | 00 | 15 | 00 |
| Dosbarau | 3,913 | 13 | 881 | 13,019 | 62 | 77 | 16 | 10,445 | 56 | 1,965 | 52 | 41 | 71 | 00 | 00 | 26 | 10 | 61 | 298 | 25 | 00 |

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| | | | | | | | | | | | |
|---------------------|----------|-----------|--------|-------|-----------|----------|-------|-------|-----------|-------|--------|
| Deux Rivières | 140 06 | 2,077 47 | 10 06 | 21 | 519 70 | 26 03 | 6 08 | 1 17 | 72 00 | 18 00 | 7 50 |
| Devlin | 116 | 2,397 10 | 12 49 | 54 | 1,033 88 | 78 35 | 7 18 | 2 91 | 96 00 | 18 75 | 10 00 |
| Dickinson's Landing | 110 | 3,286 61 | 13 03 | 197 | 2,511 70 | 330 70 | 10 70 | 3 88 | 75 00 | | 7 50 |
| 1/2 Dixie | 69 | 1,349 19 | 6 65 | 6 | 225 01 | 133 90 | 3 80 | 1 02 | 54 00 | | 3 75 |
| Dobbin | 26 | 1,292 37 | 1 34 | 23 | 682 25 | 92 57 | 3 43 | 0 87 | 85 00 | 18 00 | 7 50 |
| Dobbin | 184 27 | 3,011 72 | 39 86 | 38 | 683 58 | 31 37 | 8 96 | 0 83 | 332 00 | | 30 00 |
| Doncaster | 318 | 3,011 72 | 0 52 | 50 | 351 86 | 126 25 | 0 43 | 1 41 | 192 50 | | 21 25 |
| Doon | 412 01 | 71 19 | 6 | 22 | 965 78 | 167 20 | 10 31 | 4 15 | 240 00 | | 22 50 |
| Dorchester Station | 519 08 | 3,897 95 | 21 33 | 92 | 677 83 | 26 10 | 4 50 | 0 16 | 27 00 | | |
| Dorton | 42 16 | 1,534 81 | 10 18 | 10 | 90 10 | 66 83 | 3 04 | 1 57 | 64 50 | | 3 75 |
| Dornoch | 67 | 1,104 09 | 5 98 | 10 | 439 31 | 161 75 | 16 56 | 4 41 | 139 00 | | 15 00 |
| Dorset | 409 20 | 5,435 64 | 27 70 | 72 | 2,272 25 | 266 68 | 34 45 | 5 23 | 232 50 | 7 50 | 26 25 |
| Douglas | 550 87 | 12,004 14 | 56 64 | 129 | 2,819 01 | 155 25 | 41 48 | 1 92 | 82 50 | | 7 50 |
| Dovercourt | 827 76 | 13,128 60 | 137 37 | 119 | 8,222 23 | 1,355 32 | 32 57 | 12 86 | 456 00 | 10 50 | 60 00 |
| Drayton | 1,429 46 | 11,072 29 | 50 55 | 500 | 8,839 63 | 1,364 88 | 60 94 | 20 82 | 631 50 | 22 50 | 90 00 |
| Dresden | 1,933 33 | 18,907 22 | 83 32 | 606 | 1,721 75 | 219 08 | 12 85 | 2 96 | 82 50 | 2 25 | 7 50 |
| Dromore | 238 | 4,526 65 | 21 00 | 106 | 4,771 57 | 171 07 | 17 82 | 4 12 | 288 00 | 2 25 | 30 00 |
| Drumbo | 694 18 | 8,252 73 | 69 25 | 77 | 1,289 96 | 271 51 | 23 29 | 9 13 | 263 25 | | 30 00 |
| Dryden | 939 91 | 7,209 25 | 31 99 | 66 | 1,691 49 | 90 11 | 20 00 | 3 50 | 106 50 | | 11 25 |
| Duart | 231 21 | 3,622 44 | 17 52 | 78 | 983 38 | 50 00 | 11 26 | 2 22 | 150 00 | 52 50 | 15 00 |
| Dublin | 397 39 | 5,761 16 | 31 79 | 61 | 1,131 67 | 123 70 | 16 35 | 2 27 | 145 50 | 18 00 | 15 00 |
| Dunelurch | 371 55 | 10,565 94 | 46 55 | 361 | 7,368 96 | 1,226 15 | 34 69 | 21 68 | 487 50 | 37 50 | 60 00 |
| Dundalk | 1,594 97 | 1,071 | 1,071 | 1,471 | 14,939 61 | 1,570 19 | 68 48 | 16 51 | 41,467 75 | 93 00 | |
| Dundas | 5,574 13 | 7,779 60 | 36 92 | 213 | 2,665 75 | 510 49 | 22 31 | 6 28 | 250 50 | | 26 25 |
| Dungannon | 407 | 11,536 32 | 87 73 | 1,017 | 15,759 55 | 2,523 84 | 54 45 | 15 36 | 1,272 00 | 75 00 | 180 00 |
| Dunville | 1,163 | 1,501 11 | 33 | 33 | 1,049 11 | 133 00 | 24 47 | 1 47 | 115 50 | | 11 25 |
| Dunroon | 362 | 8,348 96 | 38 52 | 53 | 171 65 | 15 00 | 2 68 | 0 21 | 33 75 | 3 75 | 7 50 |
| 1/2 Dunroon | 223 83 | 837 65 | 1 32 | 8 | 17,315 25 | 2,217 41 | 64 45 | 22 32 | 841 50 | 60 00 | 120 00 |
| 1/2 Dunvegan | 1,134 | 21,835 04 | 110 89 | 939 | 6,845 25 | 1,103 17 | 34 97 | 8 40 | 391 00 | 13 50 | 75 00 |
| Durham | 1,111 | 10,872 00 | 68 21 | 435 | 1,721 61 | 38 26 | 4 82 | 0 39 | 82 50 | | 7 50 |
| Durton | 107 | 1,681 11 | 8 21 | 18 | 2 00 | 17 72 | 6 29 | 1 11 | 145 50 | | 15 00 |
| Eagle | 172 52 | 2,288 80 | 26 23 | 1 | 1,336 57 | 201 17 | 19 35 | 1 37 | 108 75 | 1 50 | 11 25 |
| Eagle's Nest | 347 | 6,942 66 | 33 26 | 98 | 2,980 27 | 493 39 | 16 42 | 2 61 | 360 60 | 6 00 | 15 00 |
| Easton's Corners | 311 73 | 5,197 60 | 49 50 | 265 | 1,869 31 | 86 18 | 7 21 | 2 49 | 111 00 | | 11 25 |
| East Toronto | 1,256 76 | 2,628 57 | 45 37 | 72 | 78 31 | 20 49 | 2 31 | 0 16 | 37 50 | | 3 75 |
| Echo Bay | 182 | 805 70 | 7 21 | 10 | 78 31 | 20 49 | 2 31 | 0 16 | 37 50 | | 3 75 |
| Edgely | 89 22 | 1,501 21 | 7 21 | 6 | 8,709 75 | 1,280 11 | 39 55 | 15 62 | 537 00 | 25 50 | 75 00 |
| Edwards | 78 18 | 13,873 15 | 69 56 | 513 | 2,389 02 | 351 01 | 9 56 | 1 08 | 228 00 | | 22 50 |
| Edwardsville | 765 | 2,476 16 | 21 39 | 169 | 2,047 36 | 281 47 | 12 53 | 15 00 | 228 75 | 23 50 | 22 50 |
| Eglinton | 292 | 1,079 25 | 16 04 | 151 | 109 58 | 33 90 | 0 95 | 1 32 | 37 50 | | 1 25 |
| Elgin | 558 36 | 287 61 | 1 93 | 11 | 5,825 20 | 733 83 | 43 53 | 11 39 | 516 00 | 30 00 | 75 00 |
| Elmvile | 70 82 | 4,938 62 | 24 06 | 396 | 6,683 04 | 1,209 35 | 14 21 | 12 76 | 135 00 | 19 50 | 60 00 |
| Elmira | 1,861 37 | 3,963 31 | 27 06 | 134 | 2,466 10 | 282 61 | 19 31 | 9 72 | 195 00 | 21 00 | 18 75 |
| Elmvale | 1,283 61 | 9,150 49 | 56 05 | 925 | 16,218 58 | 2,622 38 | 32 59 | 13 87 | 720 00 | 24 75 | 105 00 |
| Elmwood | 117 07 | 5,297 17 | 31 95 | 219 | 5,072 52 | 649 21 | 15 62 | 9 08 | 345 00 | 57 00 | 30 00 |
| Elora | 2,175 27 | 19,506 56 | 77 05 | 1,390 | 2,923 23 | 212 28 | 55 44 | 1 53 | 1,205 00 | 10 50 | 21 25 |
| Embarras | 392 | 10,848 00 | 50 20 | 292 | 3,959 68 | 441 05 | 32 34 | 13 11 | 292 84 | 4 50 | 28 75 |
| Embrun | 636 | 5,928 53 | 33 73 | 111 | 2,536 61 | 190 49 | 15 59 | 4 47 | 175 50 | | 18 75 |
| Eno | 565 06 | | | | | | | | | | |
| Ensdale | 465 31 | | | | | | | | | | |

1906. *a* Including Commission on box rents. *b* Accounting from August 1st, 1906. *c* Accounting from September 1st, 1906. *d* Non-accounting from October 1st, 1906. *e* Including \$2.50 arrears. *f* Including \$25 arrears. *g* Including \$2.50 arrears. *h* Including \$3.84 arrears night duty. *i* Including \$2.50 arrears.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on S. E. business. | Salary. | Forward Allowance. | | Allowance towards Rent, fuel and Light. | | |
|----------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|--------|------------------------------------|---|------|---|---------|--------------------|------|---|-----|------|
| | £ | cts. | | £ | cts. | | | £ | cts. | | £ | cts. | | | £ | cts. | | £ | cts. |
| ½ Englehart..... | 418 | 56 | 180 | 4,396 | 78 | 35 | 11 | 151 | 55 | 62 | 00 | 12 | 09 | 198 | 00 | 0 | 82 | 8 | 32 |
| Enniskillen..... | 610 | 84 | 61 | 682 | 88 | 3 | 81 | 98 | 05 | 248 | 81 | 1 | 88 | 100 | 50 | 7 | 12 | 11 | 25 |
| Enterprise..... | 6,232 | 41 | 338 | 6,232 | 41 | 31 | 03 | 2,592 | 38 | 180 | 73 | 20 | 73 | 231 | 00 | 9 | 00 | 26 | 25 |
| Erin..... | 862 | 08 | 211 | 1,339 | 58 | 22 | 28 | 4,221 | 23 | 792 | 56 | 13 | 50 | 337 | 50 | 10 | 67 | 30 | 00 |
| Ermdale..... | 243 | 12 | 119 | 5,511 | 23 | 13 | 15 | 775 | 07 | 150 | 87 | 10 | 21 | 130 | 87 | 1 | 21 | 11 | 25 |
| Esplanade..... | 409 | 45 | 753 | 16,183 | 69 | 123 | 66 | 536 | 68 | 39 | 37 | 14 | 83 | 148 | 50 | 1 | 21 | 15 | 00 |
| Essex..... | 2,291 | 26 | 1,460 | 18,929 | 46 | 106 | 29 | 8,961 | 70 | 1,577 | 42 | 51 | 82 | 975 | 00 | 9 | 55 | 90 | 00 |
| Ethel..... | 357 | 86 | 261 | 4,961 | 41 | 24 | 23 | 2,101 | 07 | 292 | 46 | 14 | 11 | 151 | 50 | 5 | 09 | 15 | 00 |
| Eugenia..... | 162 | 86 | 205 | 5,951 | 15 | 25 | 08 | 631 | 21 | 93 | 99 | 16 | 41 | 85 | 00 | 2 | 53 | 7 | 50 |
| Everett..... | 351 | 30 | 467 | 9,175 | 40 | 39 | 97 | 951 | 37 | 233 | 60 | 25 | 29 | 133 | 50 | 2 | 21 | 15 | 00 |
| Everton..... | 136 | 89 | 51 | 1,384 | 51 | 7 | 11 | 616 | 17 | 103 | 06 | 5 | 05 | 57 | 00 | 1 | 98 | 3 | 75 |
| Exeter..... | 2,356 | 75 | 749 | 7,498 | 52 | 52 | 13 | 7,611 | 77 | 1,517 | 16 | 23 | 06 | 700 | 50 | 24 | 75 | 90 | 00 |
| Falding..... | 331 | 38 | 538 | 21,890 | 92 | 116 | 02 | 1,137 | 79 | 72 | 86 | 60 | 28 | 188 | 00 | 1 | 55 | 18 | 75 |
| Falls View..... | 454 | 03 | 418 | 12,587 | 88 | 60 | 46 | 1,133 | 08 | 37 | 80 | 37 | 45 | 177 | 25 | 0 | 85 | 4 | 50 |
| Farrukhan..... | 174 | 16 | 79 | 1,513 | 58 | 6 | 99 | 535 | 31 | 65 | 60 | 4 | 18 | 73 | 50 | 1 | 05 | 7 | 50 |
| Farran's Point..... | 255 | 65 | 115 | 6,803 | 22 | 33 | 40 | 1,152 | 52 | 145 | 67 | 19 | 08 | 127 | 50 | 1 | 77 | 11 | 25 |
| Fenelon Falls..... | 2,193 | 00 | 1,075 | 13,003 | 22 | 71 | 93 | 11,931 | 82 | 1,473 | 29 | 39 | 17 | 660 | 00 | 16 | 50 | 92 | 00 |
| Fenwick..... | 530 | 55 | 625 | 7,574 | 66 | 52 | 131 | 1,437 | 28 | 439 | 97 | 22 | 13 | 217 | 50 | 63 | 00 | 22 | 50 |
| Fergus..... | 2,689 | 79 | 692 | 7,215 | 81 | 49 | 66 | 829 | 12,523 | 88 | 1,922 | 20 | 27 | 810 | 00 | 30 | 00 | 105 | 00 |
| Fesserton..... | 314 | 50 | 46 | 1,056 | 28 | 5 | 95 | 958 | 87 | 256 | 81 | 3 | 11 | 151 | 50 | 6 | 97 | 15 | 00 |
| Fewestham..... | 302 | 67 | 383 | 10,339 | 90 | 45 | 87 | 807 | 88 | 156 | 80 | 30 | 56 | 115 | 50 | 5 | 40 | 11 | 25 |
| Finch..... | 732 | 91 | 549 | 10,439 | 19 | 50 | 83 | 1,816 | 97 | 340 | 90 | 29 | 01 | 313 | 50 | 3 | 75 | 30 | 00 |
| Finlay..... | 390 | 92 | 215 | 4,826 | 72 | 22 | 06 | 1,438 | 83 | 271 | 68 | 11 | 75 | 157 | 50 | 5 | 25 | 15 | 00 |
| Finzeay Harbour..... | 377 | 18 | 255 | 6,747 | 18 | 29 | 88 | 1,416 | 00 | 124 | 58 | 19 | 14 | 156 | 00 | 4 | 25 | 15 | 00 |
| Fleetwood..... | 106 | 26 | 103 | 2,297 | 87 | 9 | 61 | 120 | 32 | 81 | 51 | 6 | 07 | 82 | 50 | 0 | 90 | 7 | 50 |
| Flosherton..... | 887 | 85 | 562 | 8,734 | 02 | 11 | 57 | 4,310 | 41 | 647 | 39 | 26 | 01 | 321 | 00 | 6 | 45 | 30 | 00 |
| Fletcher..... | 451 | 13 | 389 | 11,012 | 72 | 60 | 92 | 476 | 13 | 47 | 11 | 39 | 41 | 99 | 00 | 2 | 98 | 11 | 25 |
| Finton..... | 287 | 21 | 319 | 5,212 | 96 | 26 | 54 | 1,913 | 52 | 285 | 05 | 16 | 48 | 117 | 00 | 3 | 77 | 11 | 00 |
| Florida..... | 184 | 34 | 218 | 1,858 | 14 | 12 | 48 | 1,504 | 35 | 100 | 58 | 5 | 33 | 82 | 50 | 1 | 18 | 7 | 50 |
| Florence..... | 499 | 79 | 667 | 15,042 | 52 | 68 | 13 | 5,361 | 69 | 662 | 93 | 42 | 27 | 223 | 50 | 3 | 75 | 22 | 50 |
| Fonbill..... | 566 | 51 | 411 | 4,825 | 97 | 31 | 65 | 3,869 | 79 | 262 | 02 | 15 | 33 | 250 | 50 | 7 | 46 | 26 | 25 |
| Fordwich..... | 620 | 52 | 563 | 9,087 | 82 | 46 | 66 | 3,883 | 75 | 563 | 49 | 26 | 31 | 246 | 00 | 16 | 50 | 26 | 25 |
| Forest..... | 2,361 | 67 | 723 | 11,761 | 20 | 63 | 71 | 12,516 | 67 | 2,076 | 88 | 41 | 98 | 717 | 00 | 13 | 50 | 105 | 00 |

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| | | | | | | | | | | | |
|------------------------|-----------|--------|------------|----------|-------|-----------|----------|--------|-------|-----------|--------|
| Forsler's Falls..... | 263 73 | 434 | 8,450 49 | 39 58 | 74 | 1,115 25 | 144 10 | 22 48 | 3 83 | 102 00 | 11 25 |
| Forkes Road..... | 69 61 | 86 | 1,214 30 | 6 55 | 29 | 333 05 | 73 50 | 3 63 | 2 06 | 31 50 | |
| Fornost..... | 365 67 | 346 | 6,247 92 | 29 26 | 1,525 | 7,824 98 | 2,633 76 | 17 96 | 6 75 | 2,902 50 | 15 00 |
| Fort Erie..... | 625 28 | 565 | 45,269 35 | 39 31 | 229 | 2,681 40 | 235 66 | 22 39 | 1 81 | 296 25 | 30 00 |
| Fort Frances..... | 2,200 39 | 2,302 | 45,856 92 | 298 18 | 275 | 4,789 38 | 700 73 | 129 29 | 11 11 | 663 00 | 90 00 |
| Fort Stewart..... | 222 90 | 78 | 1,828 46 | 8 26 | 37 | 1,062 63 | 147 37 | 5 02 | 2 67 | 101 25 | 7 50 |
| Port William..... | 14,905 83 | 11,140 | 327,539 90 | 2,970 60 | 1,178 | 26,454 76 | 1,968 56 | 922 53 | 17 28 | 2,876 25 | |
| Port William West..... | 595 51 | 17 | 166 32 | 1 15 | 1 | 11 15 | 2 50 | 0 45 | 0 10 | 123 00 | 11 25 |
| Pouliner..... | 336 97 | 230 | 6,920 29 | 28 93 | 65 | 1,264 24 | 128 07 | 19 05 | 3 22 | 153 00 | 18 00 |
| Powbere..... | 282 43 | 31 | 257 94 | 1 75 | 40 | 580 91 | 178 19 | 0 93 | 1 21 | 427 75 | 3 75 |
| Pox Point..... | 301 46 | 44 | 721 25 | 3 97 | 123 | 293 76 | 48 50 | 1 98 | 1 63 | 93 00 | 7 50 |
| Frankford..... | 802 75 | 659 | 10,736 63 | 57 46 | 123 | 2,147 27 | 313 25 | 30 11 | 6 81 | 312 00 | 36 00 |
| Franktown..... | 411 68 | 124 | 3,942 89 | 16 03 | 22 | 1,060 17 | 12 10 | 11 21 | 2 35 | 71 00 | 6 25 |
| Frankville..... | 265 17 | 269 | 6,602 25 | 30 07 | 77 | 834 21 | 166 98 | 18 39 | 6 61 | 121 00 | 11 25 |
| Frederon..... | 197 57 | 275 | 7,462 90 | 31 00 | 65 | 1,432 11 | 137 00 | 20 83 | 2 40 | 78 75 | 5 25 |
| Frenchman..... | 417 77 | 189 | 2,037 94 | 13 70 | 35 | 682 26 | 87 90 | 5 97 | 2 47 | 132 00 | 11 25 |
| French River..... | 327 63 | 558 | 14,882 14 | 71 83 | 50 | 1,157 37 | 158 01 | 40 93 | 2 40 | 130 50 | 11 25 |
| Fruitland..... | 284 47 | 45 | 185 97 | 1 82 | 41 | 487 69 | 11 83 | 0 82 | 1 25 | 175 50 | 18 75 |
| Fullarton..... | 209 83 | 101 | 1,918 45 | 9 66 | 48 | 579 07 | 92 15 | 5 02 | 2 67 | 97 50 | 7 00 |
| Gadota..... | 248 01 | 189 | 2,500 30 | 13 59 | 38 | 133 73 | 107 77 | 7 01 | 3 31 | 125 00 | 11 25 |
| Galt..... | 17,033 67 | 3,275 | 39,521 89 | 311 42 | 2,846 | 37,271 21 | 5,490 20 | 134 15 | 38 99 | 63,651 00 | 55 50 |
| Gambidge..... | 275 28 | 375 | 8,051 54 | 37 59 | 30 | 660 37 | 65 87 | 22 12 | 1 75 | 148 00 | 7 50 |
| Gananoque..... | 6,537 33 | 2,037 | 18,569 92 | 139 70 | 1,035 | 16,291 53 | 1,865 89 | 52 28 | 6 67 | 4,929 00 | 22 50 |
| Carleton Place..... | 191 21 | 260 | 7,482 61 | 30 31 | 299 | 665 22 | 28 98 | 20 99 | 0 87 | 138 75 | 15 00 |
| Georgetown..... | 2,650 97 | 1,250 | 14,382 88 | 91 32 | 662 | 7,606 93 | 1,918 37 | 42 11 | 12 50 | 780 00 | 90 00 |
| Gilmuis..... | 263 65 | 401 | 3,406 22 | 41 91 | 116 | 3,161 06 | 233 19 | 27 96 | 6 81 | 126 00 | 5 25 |
| Glanford..... | 513 31 | 36 | 843 31 | 4 48 | 16 | 102 21 | 78 20 | 2 36 | 1 55 | 90 00 | 11 25 |
| Glen Allan..... | 223 96 | 307 | 5,293 19 | 26 30 | 63 | 881 17 | 181 78 | 11 61 | 3 17 | 99 00 | 7 50 |
| Glen Buel..... | 107 21 | 83 | 1,793 50 | 8 48 | 26 | 221 80 | 56 31 | 5 05 | 0 21 | 52 50 | 3 75 |
| Glencoe..... | 2,450 85 | 1,026 | 13,288 95 | 73 65 | 610 | 9,773 48 | 1,138 32 | 13 71 | 11 11 | 640 50 | 22 50 |
| Glen Morris..... | 105 05 | 61 | 1,102 01 | 5 29 | 12 | 132 86 | 85 95 | 3 29 | 0 42 | 46 50 | 30 00 |
| Glenora..... | 87 65 | 16 | 114 11 | 1 00 | 12 | 223 18 | 30 65 | 0 31 | 1 09 | 45 00 | 3 75 |
| Glen Robertson..... | 358 77 | 345 | 6,759 52 | 32 53 | 109 | 1,930 16 | 122 63 | 19 92 | 3 84 | 157 50 | 90 00 |
| Glen Williams..... | 470 77 | 63 | 961 81 | 6 16 | 32 | 573 65 | 52 55 | 2 91 | 3 85 | 186 00 | 15 00 |
| Goderich..... | 6,780 29 | 1,321 | 18,692 40 | 106 53 | 1,571 | 24,650 86 | 2,300 11 | 80 96 | 18 68 | 4,978 50 | 123 00 |
| Golden Lake..... | 202 91 | 143 | 2,678 06 | 10 78 | 28 | 281 16 | 38 05 | 5 79 | 1 46 | 81 00 | 7 50 |
| Goldstone..... | 146 52 | 41 | 941 25 | 5 19 | 25 | 175 24 | 65 35 | 2 73 | 0 89 | 93 00 | 7 50 |
| Goodham..... | 386 52 | 124 | 2,470 87 | 11 68 | 51 | 1,615 85 | 254 38 | 6 78 | 1 91 | 163 50 | 15 00 |
| Goore Bay..... | 1,546 69 | 1,672 | 20,811 47 | 114 99 | 379 | 6,376 16 | 986 35 | 58 81 | 7 18 | 502 09 | 75 00 |
| Goore's Landing..... | 178 82 | 100 | 1,829 79 | 9 65 | 27 | 803 88 | 54 74 | 6 18 | 1 58 | 81 00 | 7 50 |
| Goore's..... | 733 97 | 415 | 6,897 98 | 37 05 | 211 | 2,706 65 | 589 26 | 29 79 | 0 41 | 285 00 | 30 00 |
| Grafton..... | 490 13 | 601 | 6,766 75 | 11 17 | 147 | 2,331 39 | 349 33 | 29 23 | 3 08 | 217 50 | 45 00 |
| Grand Valley..... | 1,657 28 | 530 | 7,195 81 | 41 18 | 171 | 6,172 31 | 1,372 01 | 21 16 | 1 32 | 528 00 | 26 25 |
| Grand View..... | 362 73 | 188 | 1,646 84 | 11 20 | 11 | 112 47 | 71 45 | 1 33 | 1 58 | 90 00 | 7 50 |
| Granton..... | 671 60 | 382 | 4,711 60 | 33 35 | 111 | 1,411 62 | 247 40 | 19 07 | 4 62 | 187 50 | 12 00 |
| Gravenhurst..... | 4,290 38 | 1,791 | 20,797 54 | 137 74 | 813 | 14,802 66 | 2,355 39 | 61 31 | 13 51 | 1,195 50 | 165 00 |
| Greenfield..... | 395 06 | 106 | 2,838 82 | 11 51 | 67 | 1,351 96 | 145 65 | 8 25 | 3 60 | 133 50 | 15 00 |

a Including commission on box rents. b Including \$37.50 arrears night duty. c Including \$19 arrears. d Including \$30 arrears. e Accounting from March 1, 1907. f Including \$181 arrears. g Including \$5 arrears. h Accounting from February 1, 1906. i Including \$15 arrears. j Accounting from

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders Issued. | Total Amount of Money Orders Issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compen-sation paid to Post-masters on M. O. business. | | Compen-sation paid to Post-masters on S. B. business. | | Salary. | Forward Allow-ance. | Allow-ance towards Rent, Fuel, and Light. |
|-----------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|------|------------------------------------|---|------|---|-------|---------|---------------------|---|
| | £ | cts. | | £ | cts. | | | £ | cts. | | £ | cts. | £ | cts. | | | |
| Greenville..... | 255 | 90 | 85 | 426 | 56 | 5 | 76 | 141 | 16 | 2 | 68 | 1 | 16 | 99 | 00 | 7 | 50 |
| Greenwood..... | 207 | 21 | 121 | 2,445 | 55 | 12 | 27 | 591 | 88 | 5 | 30 | 3 | 33 | 73 | 50 | 7 | 50 |
| Grimshy..... | 3,156 | 65 | 682 | 7,716 | 30 | 51 | 67 | 12,097 | 30 | 1,739 | 77 | 10 | 41 | 825 | 00 | 120 | 00 |
| Guelph..... | 20,226 | 86 | 6,900 | 80,861 | 71 | 737 | 41 | 117,960 | 69 | 14,571 | 53 | | | 1,967 | 23 | | |
| Hagersville..... | 1,686 | 26 | 1,201 | 25,368 | 30 | 137 | 33 | 3,457 | 28 | 936 | 44 | 24 | 69 | 501 | 00 | 46 | 50 |
| Halleybury..... | 4,694 | 18 | 2,984 | 56,615 | 32 | 316 | 12 | 9,261 | 99 | 436 | 88 | 160 | 91 | 918 | 75 | 130 | 00 |
| Halley Station..... | 143 | 38 | 31 | 757 | 30 | 3 | 50 | 1,359 | 82 | 68 | 90 | 2 | 62 | 86 | 25 | 5 | 25 |
| Hamilton..... | 125,711 | 60 | 540 | 9,423 | 63 | 50 | 76 | 3,009 | 76 | 386 | 69 | 28 | 41 | 292 | 50 | 2 | 25 |
| Hamilton..... | | | | | | | | | | | | | | | | | |
| Head Office..... | 113,452 | 60 | 13,063 | 219,902 | 81 | 2,622 | 13 | 455,468 | 66 | 51,885 | 97 | | | d | | | |
| Crown Post..... | 131 | 00 | | 3,990 | 55 | 45 | 63 | 97 | 20 | 52 | 23 | 11 | 10 | 75 | 00 | | |
| Sub Office No. 1..... | 176 | 00 | | 1,931 | 64 | 18 | 13 | 48 | 00 | 23 | 30 | 5 | 31 | 75 | 00 | | |
| Sub office No. 2..... | 5,613 | 00 | 3,461 | 38,458 | 41 | 388 | 92 | 217 | 35 | 363 | 27 | 106 | 33 | 150 | 00 | | |
| " " 3..... | 2,950 | 00 | 966 | 9,302 | 25 | 90 | 02 | 173 | 10 | 75 | 40 | 26 | 37 | 112 | 50 | | |
| " " 4..... | 1,333 | 00 | | | | | | | | | | 66 | 77 | | | | |
| " " 5..... | 118 | 00 | | | | | | | | | | | | 75 | 00 | | |
| " " 6..... | 172 | 98 | 91 | 2,381 | 67 | 10 | 87 | 538 | 11 | 71 | 35 | 6 | 73 | 73 | 50 | 7 | 50 |
| " " 7..... | 275 | 82 | 176 | 2,591 | 63 | 13 | 17 | 797 | 16 | 227 | 27 | 7 | 27 | 123 | 75 | 11 | 25 |
| Hammond..... | 3,322 | 65 | 373 | 7,787 | 41 | 47 | 61 | 12,326 | 35 | 731 | 11 | 25 | 08 | 907 | 50 | 22 | 50 |
| Hampson..... | 210 | 66 | 159 | 1,982 | 18 | 11 | 79 | 539 | 85 | 137 | 50 | 1 | 93 | 79 | 50 | | |
| Harrington West..... | 259 | 57 | 206 | 4,332 | 69 | 19 | 55 | 767 | 18 | 76 | 20 | 12 | 81 | 132 | 50 | 13 | 75 |
| Harrington..... | 194 | 20 | 59 | 988 | 89 | 6 | 11 | 255 | 59 | 25 | 50 | 0 | 21 | 91 | 50 | 24 | 75 |
| Harrison..... | 2,795 | 79 | 369 | 7,283 | 21 | 41 | 41 | 11,465 | 26 | 1,986 | 85 | 24 | 85 | 840 | 00 | 15 | 00 |
| Harrow..... | 963 | 78 | 746 | 11,961 | 83 | 61 | 37 | 4,912 | 98 | 600 | 13 | 37 | 62 | 948 | 00 | 3 | 75 |
| Harrowson..... | 1,472 | 77 | 215 | 4,378 | 47 | 22 | 37 | 2,141 | 28 | 135 | 89 | 13 | 17 | 193 | 50 | 18 | 75 |
| Hastings..... | 1,862 | 27 | 1,063 | 10,435 | 32 | 65 | 59 | 3,607 | 79 | 676 | 62 | 31 | 56 | 489 | 00 | 16 | 50 |
| Havelock..... | 1,515 | 76 | 933 | 12,739 | 92 | 79 | 43 | 12,417 | 02 | 567 | 07 | 35 | 80 | 562 | 50 | 56 | 25 |
| Hawkesbury..... | 2,418 | 18 | 1,876 | 27,455 | 17 | 153 | 39 | 11,398 | 84 | 886 | 30 | 81 | 72 | 750 | 00 | 3 | 00 |
| Hawkestone..... | 258 | 04 | 75 | 1,072 | 66 | 5 | 98 | 1,133 | 73 | 236 | 69 | 3 | 20 | 106 | 50 | 11 | 25 |
| Hawkesville..... | 225 | 93 | 219 | 2,546 | 51 | 15 | 27 | 894 | 11 | 180 | 29 | 7 | 35 | 121 | 50 | 11 | 25 |
| Hawtreay..... | 110 | 03 | 110 | 1,636 | 25 | 8 | 95 | 390 | 93 | 45 | 65 | 4 | 67 | 76 | 50 | 15 | 00 |

*(Divided as follows):

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| | | | | | | | | | | | |
|-----------------|-----------|-------|-----------|--------|-------|-----------|----------|--------|-------|----------|--------|
| Haysville | 165 01 | 52 | 492 546 | 3 47 | 49 | 705 92 | 41 63 | 1 93 | 1 39 | 109 50 | 11 25 |
| Henslip | 218 12 | 285 | 6,121 72 | 45 43 | 25 | 651 31 | 153 80 | 17 48 | 1 06 | 172 50 | 17 50 |
| Hentelote | 233 69 | 424 | 5,810 91 | 31 15 | 138 | 1,841 27 | 873 99 | 16 51 | 2 80 | 105 00 | 15 00 |
| Helen Mine | 217 45 | 490 | 14,214 03 | 80 60 | 71 | 4,283 09 | 93 42 | 40 91 | 3 28 | 102 00 | 11 25 |
| Hensall | 1,352 49 | 361 | 6,857 65 | 32 56 | 210 | 3,265 58 | 326 99 | 21 92 | 8 05 | 451 50 | 60 00 |
| Hepworth | 606 42 | 699 | 11,623 55 | 58 86 | 293 | 3,638 67 | 110 87 | 33 42 | 5 49 | 225 00 | 30 00 |
| Hesper | 3,416 09 | 1,298 | 11,635 15 | 80 08 | 632 | 8,021 72 | 1,591 68 | 38 53 | 11 57 | 926 25 | 135 00 |
| Hickson | 271 33 | 99 | 1,149 13 | 10 28 | 37 | 506 31 | 123 47 | 4 06 | 3 10 | 108 00 | 11 25 |
| Higdale | 816 32 | 566 | 1,800 08 | 33 73 | 155 | 1,868 59 | 416 47 | 13 52 | 5 69 | 309 00 | 30 00 |
| Highland Creek | 119 18 | 129 | 2,761 11 | 12 35 | 63 | 685 36 | 14 03 | 7 76 | 0 46 | 51 00 | 3 75 |
| Hillsdale | 629 13 | 619 | 7,388 01 | 43 12 | 221 | 3,856 65 | 290 90 | 21 49 | 1 93 | 195 00 | 18 75 |
| Hillsdale | 427 68 | 392 | 6,338 25 | 30 98 | 108 | 1,171 08 | 405 03 | 48 46 | 3 16 | 180 00 | 13 50 |
| Hilton | 550 13 | 37 | 731 06 | 1 18 | 17 | 337 16 | 75 75 | 2 30 | 0 60 | 111 00 | 11 25 |
| Hilomburg | 911 92 | 592 | 1,009 23 | 32 21 | 175 | 2,745 20 | 463 15 | 13 11 | 1 30 | 310 50 | 30 00 |
| Holland Centre | 255 37 | 157 | 1,501 85 | 9 76 | 21 | 127 52 | 47 01 | 4 97 | 1 57 | 97 50 | 7 50 |
| Holland Landing | 190 23 | 162 | 2,241 34 | 12 41 | 45 | 521 78 | 140 74 | 6 33 | 1 31 | 75 00 | 7 50 |
| Hollen | 109 61 | 51 | 1,336 22 | 5 86 | 15 | 163 91 | 41 70 | 3 83 | 0 66 | 45 00 | 3 75 |
| Holmes | 595 99 | 657 | 10,331 31 | 52 82 | 170 | 2,272 52 | 361 03 | 29 38 | 3 63 | 216 00 | 37 50 |
| Honeywood | 190 71 | 274 | 7,841 27 | 32 91 | 58 | 793 20 | 222 30 | 21 72 | 3 16 | 82 50 | 7 50 |
| Horning's Mills | 319 48 | 537 | 11,133 03 | 32 29 | 131 | 1,478 72 | 123 69 | 30 79 | 2 92 | 187 50 | 28 50 |
| Humber Bay | 230 14 | 81 | 911 63 | 8 10 | 27 | 365 81 | 17 55 | 2 88 | 0 61 | 115 00 | 10 00 |
| Humberstone | 593 47 | 625 | 11,546 43 | 51 53 | 156 | 2,315 82 | 276 37 | 33 05 | 6 90 | 232 50 | 22 50 |
| Huntsville | 4,197 66 | 2,360 | 36,216 81 | 257 27 | 1,632 | 11,313 42 | 2,671 35 | 104 37 | 27 79 | 1,119 00 | 150 00 |
| Hymers | 255 38 | 10 | 223 33 | 1 18 | 1 | 30 00 | 25 80 | 0 62 | 0 85 | 103 50 | 11 25 |
| Lacaze | 753 68 | 59 | 1,269 22 | 10 11 | 71 | 1,009 78 | 112 75 | 7 76 | 0 19 | 213 75 | 22 50 |
| Ledroit | 365 48 | 217 | 2,462 61 | 11 27 | 11 | 373 31 | 18 50 | 5 57 | 1 06 | 136 50 | 15 00 |
| Indian River | 96 38 | 112 | 1,936 87 | 9 50 | 11 | 1,431 24 | 289 51 | 69 61 | 0 37 | 46 00 | 3 75 |
| Ingersoll | 10,566 98 | 1,710 | 19,341 59 | 136 13 | 2,512 | 11,498 51 | 3,385 12 | 69 61 | 22 71 | 6,270 50 | 129 00 |
| Inglewood | 554 90 | 366 | 3,951 41 | 21 27 | 108 | 1,431 24 | 289 51 | 11 12 | 2 41 | 208 50 | 22 50 |
| Inkerman | 383 17 | 265 | 4,993 11 | 21 82 | 71 | 765 93 | 75 14 | 13 98 | 3 59 | 150 00 | 15 00 |
| Inverkip | 407 55 | 233 | 4,740 12 | 23 90 | 79 | 1,217 33 | 249 02 | 11 22 | 1 60 | 157 50 | 15 00 |
| Inverary | 117 51 | 119 | 2,893 68 | 12 92 | 48 | 733 35 | 89 45 | 8 91 | 0 75 | 58 50 | 3 75 |
| Invermay | 66 81 | 129 | 668 68 | 3 39 | 32 | 667 87 | 17 83 | 2 21 | 0 91 | 31 50 | 3 75 |
| Inwood | 619 44 | 67 | 10,665 18 | 49 08 | 191 | 2,931 58 | 266 18 | 39 37 | 7 56 | 240 00 | 26 25 |
| Iona | 158 89 | 123 | 1,997 87 | 5 87 | 17 | 176 74 | 62 10 | 5 38 | 1 86 | 68 25 | 3 75 |
| Iona Station | 192 86 | 172 | 1,197 15 | 17 87 | 26 | 196 11 | 93 19 | 11 72 | 2 40 | 75 00 | 9 00 |
| Iron Dale | 81 70 | 21 | 559 75 | 2 50 | 12 | 227 81 | 65 15 | 1 61 | 1 08 | 11 00 | 2 50 |
| Iroquois | 1,749 89 | 333 | 7,689 19 | 36 50 | 681 | 6,675 31 | 935 29 | 29 13 | 23 52 | 573 50 | 75 00 |
| Ivanhoe | 137 98 | 168 | 3,439 75 | 15 95 | 21 | 299 17 | 45 63 | 9 49 | 1 01 | 32 50 | 3 75 |
| Jackson | 256 66 | 55 | 3,150 10 | 29 86 | 19 | 96 10 | 63 15 | 8 67 | 0 18 | 100 50 | 11 25 |
| Jackson's Point | 282 91 | 31 | 1,109 60 | 1 35 | 17 | 393 65 | 86 75 | 3 39 | 0 36 | 98 00 | 10 00 |
| Jamesstown | 84 29 | 129 | 1,495 17 | 8 01 | 21 | 458 63 | 36 10 | 4 19 | 0 51 | 42 00 | 2 50 |
| Janetville | 195 13 | 106 | 3,583 71 | 11 08 | 21 | 349 79 | 158 47 | 19 01 | 2 71 | 73 50 | 7 50 |
| Jarratt | 76 27 | 81 | 2,263 15 | 9 11 | 9 | 89 63 | 33 60 | 6 22 | 0 91 | 42 00 | 3 75 |
| Jarvis | 1,280 01 | 629 | 10,330 11 | 56 03 | 275 | 3,350 11 | 731 73 | 29 46 | 11 97 | 111 00 | 15 00 |
| Jasper | 298 88 | 322 | 7,150 92 | 32 16 | 61 | 1,578 00 | 188 65 | 21 02 | 3 69 | 127 50 | 11 25 |
| Jerseyville | 251 57 | 297 | 3,479 53 | 17 18 | 151 | 1,255 99 | 291 60 | 9 67 | 3 10 | 111 00 | 16 50 |
| John Island | 125 24 | 371 | 9,816 99 | 10 57 | 16 | 245 26 | 15 21 | 27 28 | 0 72 | 78 75 | 7 50 |

a Commission to non-accounting offices, &c.

b Accounting from March 1, 1907.

c Including commission on box rents, General's report.

d Salary, &c., entered in Auditor

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| | | | | | | | | | | | |
|------------------------|-----------|-------|-----------|--------|--------|------------|-----------|-------|---------|----------|--------|
| Kirkton..... | 513 71 | 377 | 7,973 85 | 38 26 | 100 | 1,464 56 | 182 75 | 22 81 | 2 25 | 228 00 | 22 50 |
| Kleinburg..... | 268 89 | 172 | 3,588 60 | 17 52 | 53 | 1,459 15 | 48 52 | 10 29 | 6 16 | 86 25 | 7 50 |
| Konoka..... | 270 36 | 174 | 3,706 93 | 16 65 | 50 | 853 32 | 130 70 | 11 15 | 1 57 | 120 00 | 11 25 |
| Kookfield..... | 2,687 68 | 1,229 | 22,540 17 | 154 74 | 357 | 9,213 10 | 1,106 62 | 69 24 | 32 82 | 501 00 | 75 00 |
| Lakeport..... | 176 48 | 103 | 763 35 | 5 26 | 36 | 532 87 | 92 70 | 2 36 | 0 59 | 71 25 | 7 50 |
| Lake Talon..... | 186 43 | 180 | 3,611 14 | 18 70 | 30 | 558 05 | 68 80 | 9 65 | 2 18 | 79 50 | 7 50 |
| L'Amable..... | 168 48 | 111 | 388 29 | 1 47 | 6 | 87 95 | 36 81 | 1 07 | 0 13 | 63 75 | 3 75 |
| Lambeth..... | 291 70 | 214 | 1,906 88 | 12 75 | 112 | 1,012 39 | 207 36 | 5 99 | 1 97 | 123 75 | 11 25 |
| Lambton Mills..... | 297 25 | 283 | 3,292 99 | 23 72 | 104 | 866 11 | 315 11 | 9 89 | 6 90 | 111 00 | 11 25 |
| Lanark..... | 1,348 20 | 1,382 | 13,077 91 | 81 23 | 288 | 5,158 45 | 816 80 | 37 13 | 1 41 | 441 00 | 60 00 |
| Lancaster..... | 1,229 79 | 708 | 14,565 50 | 69 47 | 323 | 10,685 45 | 511 03 | 13 00 | 9 38 | 118 50 | 45 00 |
| Langton..... | 285 16 | 341 | 7,906 59 | 35 95 | 87 | 761 70 | 178 56 | 22 01 | 3 91 | 135 00 | 11 25 |
| Lansdowne..... | 181 36 | 176 | 4,133 05 | 19 11 | 174 | 2,618 90 | 182 26 | 12 22 | 2 38 | 330 00 | 30 00 |
| Larchwood..... | 232 12 | 186 | 2,499 50 | 13 17 | 1 | 5 00 | 7 35 | 6 88 | 0 23 | 117 00 | 10 00 |
| Leachford..... | 1,216 68 | 437 | 10,261 30 | 61 95 | 62 | 1,926 76 | 377 13 | 28 81 | 6 91 | 681 00 | 68 34 |
| Leam..... | 181 49 | 98 | 2,263 58 | 10 86 | 39 | 562 44 | 116 03 | 6 24 | 3 81 | 78 75 | 10 50 |
| Leamington..... | 3,775 81 | 2,075 | 19,432 91 | 121 60 | 854 | 12,170 06 | 1,835 07 | 61 61 | 3 33 | 1,078 50 | 33 75 |
| Lefevre..... | 291 27 | 253 | 7,398 87 | 33 40 | 65 | 2,327 10 | 387 15 | 21 98 | 16 62 | 30 00 | 7 50 |
| Leffroy..... | 362 08 | 125 | 2,249 46 | 10 93 | 125 | 1,343 96 | 247 11 | 7 12 | 1 13 | 108 00 | 10 00 |
| Leppry..... | 64 96 | 116 | 2,676 58 | 11 75 | 1 | 55 00 | 21 00 | 0 89 | 0 27 | 27 00 | 11 25 |
| Lindsay..... | 14,562 28 | 1,606 | 24,743 75 | 146 71 | 3,290 | 63,375 16 | 8,645 21 | 84 92 | 32 31 | 2,761 50 | 118 50 |
| Linwood..... | 662 65 | 217 | 6,125 26 | 27 96 | 102 | 1,957 41 | 263 59 | 17 25 | 6 76 | 240 00 | 29 50 |
| Lions Head..... | 562 65 | 859 | 16,000 25 | 77 38 | 107 | 2,357 23 | 441 11 | 11 82 | 2 95 | 258 00 | 39 00 |
| Listowel..... | 4,500 14 | 2,316 | 17,619 34 | 127 16 | 1,095 | 9,359 26 | 2,991 41 | 54 56 | 1 30 | 1,200 00 | 56 25 |
| Little Britain..... | 180 30 | 161 | 6,348 45 | 25 07 | 117 | 2,146 19 | 485 08 | 18 10 | 2 98 | 195 00 | 18 75 |
| Little Current..... | 1,381 81 | 1,064 | 23,633 04 | 107 48 | 280 | 4,882 93 | 662 58 | 66 19 | 11 12 | 472 50 | 60 00 |
| Lloydtown..... | 146 73 | 22 | 324 87 | 1 78 | 22 | 235 19 | 59 42 | 1 19 | 1 63 | 72 00 | 7 50 |
| Lochlin..... | 99 00 | 92 | 1,130 63 | 7 12 | 25 | 386 07 | 102 05 | 3 14 | 2 45 | 47 00 | 3 75 |
| Londsborough..... | 365 72 | 401 | 4,871 65 | 27 95 | 167 | 1,937 47 | 181 42 | 11 15 | 1 71 | 141 00 | 15 00 |
| London..... | 99,869 76 | | | | | | | | | | |
| *(Divided as follows): | | | | | | | | | | | |
| Head Office..... | 90,484 30 | 7,030 | 85,625 15 | 669 80 | 31,093 | 475,047 01 | 80,955 70 | | 6322 82 | | |
| Edburg..... | 586 00 | 364 | 2,819 45 | 27 67 | 40 | 695 50 | 145 65 | 9 44 | 2 01 | 75 00 | |
| London East..... | 5,832 00 | 2,324 | 20,461 21 | 181 25 | 226 | 1,954 60 | 1,741 41 | 58 99 | 35 47 | 187 50 | |
| " South..... | 598 06 | 369 | 3,437 23 | 25 45 | 69 | 1,267 23 | 132 99 | 9 94 | 0 97 | 75 00 | |
| " West..... | 258 40 | 148 | 1,033 10 | 8 33 | 43 | 613 84 | 72 30 | 1 12 | 0 53 | 75 00 | |
| St. James Park..... | 2,481 00 | | | | | | | | | 75 00 | |
| London Junction..... | 792 85 | 218 | 2,700 37 | 48 47 | 30 | 717 74 | 51 25 | 9 13 | 5 86 | 136 50 | 11 25 |
| Longford Mills..... | 458 75 | 264 | 3,896 32 | 22 38 | 106 | 1,064 79 | 169 74 | 10 89 | 3 02 | 210 00 | 21 25 |
| Longville..... | 71 68 | 128 | 7,243 70 | 25 34 | 6 | 46 33 | 24 00 | 19 94 | 0 13 | 36 00 | 2 50 |
| L'Orignal..... | 918 28 | 868 | 11,240 90 | 60 56 | 253 | 5,435 76 | 564 51 | 32 66 | 6 86 | 324 00 | 30 00 |
| Loring..... | 440 52 | 229 | 4,075 90 | 48 97 | 35 | 1,305 41 | 109 89 | 11 32 | 5 75 | 109 50 | 11 25 |
| Lorneville..... | 236 45 | 66 | 2,124 72 | 9 51 | 34 | 543 65 | 56 65 | 5 99 | 2 84 | 88 50 | 7 50 |
| Louan..... | 1,389 07 | 508 | 5,872 39 | 34 69 | 387 | 7,882 96 | 797 36 | 20 12 | 1 43 | 433 00 | 60 00 |
| Lucknow..... | 2,308 78 | 898 | 12,419 96 | 67 61 | 527 | 8,372 62 | 1,173 74 | 11 53 | 7 68 | 655 50 | 90 00 |
| Lunenburg..... | 204 58 | 214 | 2,433 38 | 14 32 | 51 | 799 77 | 199 70 | 7 01 | 2 63 | 78 75 | 7 50 |
| Lynn..... | 573 59 | 213 | 5,194 12 | 23 04 | 179 | 3,397 42 | 283 32 | 15 56 | 9 30 | 246 00 | 26 25 |

a Accounting from March 1st, 1907.
b Including \$12.07 arrears night duty.
c Salary, etc., entered in Auditor General's Report.
d Including \$7.96 arrears night duty.
e Commission for non-accounting offices.
f Including \$13.31 arrears.
g Including \$245 arrears.
h Including commission on box rents.

APPENDIX C Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Money Orders paid. | | Compen- sation paid to Post- masters on M. O. business. | | Compen- sation paid to Post- masters on P. N. business. | | Salary. | | Forward Allow- ance. | | Allow- ance towards Post- and Light. | |
|-------------------------|-----------------------|------|--------------------------------|------|--------------------------------------|------|--|--------|------------------------------|-------|------------------------------------|------|---|------|---|------|---------|------|----------------------|------|--------------------------------------|------|
| | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. |
| Lynnden..... | 451 | 90 | 6,734 | 00 | 34 | 76 | 161 | 1,777 | 58 | 19 | 34 | 166 | 06 | 2 | 25 | 168 | 00 | 2 | 00 | 18 | 75 | |
| Lynndhurst..... | 332 | 86 | 10,265 | 27 | 47 | 19 | 66 | 986 | 42 | 221 | 64 | 28 | 67 | 0 | 20 | 115 | 50 | 12 | 00 | 15 | 00 | |
| Lynedoch..... | 284 | 49 | 3,632 | 55 | 19 | 48 | 74 | 939 | 72 | 217 | 58 | 10 | 75 | 2 | 33 | 129 | 00 | 2 | 33 | 11 | 25 | |
| McDonald's Corners..... | 214 | 23 | 4,105 | 29 | 19 | 38 | 46 | 832 | 76 | 116 | 67 | 11 | 75 | 2 | 73 | 97 | 50 | 2 | 25 | 7 | 50 | |
| McGregor..... | 136 | 32 | 4,855 | 59 | 24 | 69 | 24 | 365 | 96 | 47 | 80 | 13 | 57 | 0 | 46 | 63 | 75 | 0 | 00 | 3 | 75 | |
| McKellar..... | 224 | 29 | 1,315 | 74 | 19 | 25 | 37 | 433 | 92 | 64 | 23 | 11 | 96 | 1 | 72 | 90 | 00 | 0 | 00 | 0 | 00 | |
| McLaren's Depot..... | 58 | 87 | 1,408 | 25 | 7 | 05 | 4 | 105 | 31 | 25 | 61 | 3 | 88 | 0 | 71 | 18 | 75 | 0 | 00 | 0 | 00 | |
| Macbely..... | 397 | 81 | 664 | 79 | 2 | 45 | 19 | 752 | 21 | 144 | 57 | 2 | 17 | 2 | 95 | 165 | 00 | 5 | 25 | 18 | 75 | |
| MacLennan..... | 240 | 53 | 9,139 | 81 | 38 | 01 | 62 | 1,104 | 89 | 107 | 49 | 25 | 72 | 5 | 12 | 108 | 75 | 4 | 50 | 11 | 25 | |
| Madawaska..... | 516 | 56 | 7,660 | 20 | 36 | 66 | 27 | 544 | 01 | 92 | 00 | 21 | 28 | 10 | 70 | 161 | 25 | 5 | 25 | 15 | 00 | |
| Madoc..... | 2,196 | 20 | 13,929 | 95 | 86 | 55 | 657 | 13,568 | 27 | 2,413 | 64 | 46 | 05 | 5 | 17 | 13 | 11 | 727 | 50 | 69 | 00 | |
| Magnetawan..... | 625 | 13 | 11,319 | 63 | 62 | 03 | 170 | 3,180 | 56 | 203 | 41 | 33 | 05 | 17 | 67 | 6 | 17 | 225 | 00 | 8 | 25 | |
| Manland..... | 152 | 99 | 2,286 | 68 | 21 | 88 | 61 | 183 | 18 | 337 | 06 | 6 | 32 | 1 | 94 | 81 | 00 | 0 | 00 | 7 | 50 | |
| Marlborough..... | 413 | 67 | 4,886 | 96 | 21 | 88 | 61 | 929 | 72 | 207 | 39 | 14 | 01 | 0 | 38 | 168 | 00 | 100 | 50 | 18 | 75 | |
| Marmann..... | 212 | 11 | 1,031 | 55 | 5 | 42 | 24 | 439 | 57 | 91 | 81 | 3 | 67 | 0 | 93 | 30 | 00 | 0 | 00 | 7 | 50 | |
| Manilla..... | 214 | 26 | 1,833 | 15 | 22 | 16 | 62 | 1,216 | 78 | 289 | 18 | 11 | 66 | 11 | 56 | 30 | 00 | 0 | 00 | 0 | 00 | |
| Manitowanning..... | 714 | 11 | 29,434 | 92 | 88 | 26 | 281 | 6,727 | 50 | 391 | 72 | 61 | 13 | 28 | 76 | 307 | 50 | 85 | 50 | 30 | 00 | |
| Manotick..... | 578 | 93 | 5,565 | 73 | 25 | 33 | 217 | 2,978 | 12 | 700 | 85 | 15 | 90 | 4 | 38 | 235 | 50 | 0 | 00 | 22 | 50 | |
| Manusfield..... | 196 | 52 | 31 | 16 | 0 | 20 | 2 | 16 | 90 | 140 | 52 | 0 | 09 | 0 | 34 | 111 | 00 | 0 | 00 | 11 | 25 | |
| Maple..... | 512 | 43 | 3,306 | 48 | 17 | 68 | 90 | 1,976 | 15 | 224 | 68 | 9 | 21 | 1 | 71 | 156 | 00 | 16 | 50 | 18 | 75 | |
| Markdale..... | 1,909 | 65 | 17,529 | 30 | 97 | 27 | 724 | 12,106 | 90 | 1,902 | 85 | 52 | 15 | 15 | 91 | 17 | 56 | 19 | 50 | 19 | 50 | |
| Markham..... | 1,929 | 68 | 7,881 | 33 | 50 | 97 | 581 | 9,743 | 09 | 1,247 | 21 | 24 | 39 | 2 | 40 | 4 | 13 | 669 | 00 | 67 | 50 | |
| Markstay..... | 627 | 45 | 3,746 | 31 | 17 | 73 | 25 | 353 | 55 | 61 | 50 | 10 | 31 | 2 | 26 | 273 | 00 | 0 | 00 | 30 | 00 | |
| Marksville..... | 229 | 25 | 8,103 | 41 | 45 | 82 | 72 | 1,335 | 78 | 111 | 58 | 23 | 43 | 0 | 49 | 132 | 50 | 13 | 50 | 13 | 75 | |
| Marbank..... | 420 | 50 | 14,629 | 55 | 80 | 16 | 66 | 845 | 54 | 199 | 01 | 40 | 68 | 25 | 83 | 137 | 50 | 0 | 00 | 3 | 75 | |
| Marmora..... | 1,129 | 02 | 9,445 | 44 | 48 | 05 | 312 | 6,672 | 15 | 1,011 | 74 | 28 | 00 | 6 | 98 | 405 | 00 | 3 | 75 | 45 | 00 | |
| Marshallville..... | 306 | 81 | 5,493 | 81 | 27 | 65 | 66 | 1,406 | 44 | 335 | 20 | 16 | 09 | 5 | 94 | 123 | 00 | 0 | 00 | 11 | 25 | |
| Marsville..... | 65 | 99 | 1,451 | 38 | 7 | 25 | 16 | 1,444 | 50 | 59 | 88 | 4 | 17 | 0 | 72 | 31 | 50 | 0 | 00 | 0 | 00 | |
| Martintown..... | 607 | 44 | 6,749 | 74 | 39 | 67 | 86 | 1,478 | 51 | 437 | 06 | 19 | 18 | 12 | 70 | 7 | 66 | 232 | 50 | 21 | 00 | |
| Marysville..... | 150 | 53 | 4,123 | 90 | 17 | 72 | 22 | 1,677 | 69 | 54 | 90 | 11 | 48 | 0 | 75 | 71 | 25 | 0 | 00 | 7 | 50 | |
| Masscy Station..... | 1,482 | 54 | 20,018 | 76 | 107 | 39 | 320 | 11,923 | 52 | 842 | 76 | 55 | 42 | 11 | 97 | 10 | 27 | 418 | 50 | 45 | 00 | |
| Matkawa..... | 2,007 | 95 | 15,353 | 03 | 98 | 55 | 289 | 5,318 | 82 | 708 | 35 | 44 | 30 | 16 | 14 | 3 | 52 | 601 | 50 | 91 | 50 | |
| Maxville..... | 1,295 | 87 | 12,112 | 62 | 64 | 31 | 287 | 5,299 | 64 | 668 | 80 | 35 | 43 | 19 | 94 | 439 | 50 | 105 | 00 | 60 | 00 | |

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| | | | | | | | | | | | | | | |
|-------------------|----------|-------|-----------|--------|-------|-----------|----------|-------|-------|----------|-------|----------|--------|--------|
| Maxwell..... | 233 57 | 149 | 13,432 57 | 55 97 | 91 | 3,812 88 | 229 10 | 37 80 | | 10 17 | 4 59 | 108 75 | 16 50 | 11 25 |
| Maynooth..... | 529 90 | 331 | 9,529 22 | 39 67 | 99 | 1,731 63 | 341 04 | 26 55 | 5 09 | 192 00 | 5 09 | 192 00 | 2 25 | 18 75 |
| Meadowdale..... | 187 90 | 148 | 2,417 73 | 12 11 | 26 | 652 51 | 108 20 | 6 66 | 7 70 | 76 50 | 7 70 | 76 50 | ..... | 7 50 |
| Meadowdale..... | 4,181 23 | 1,463 | 17,361 69 | 119 13 | 1,102 | 16,227 42 | 7,075 24 | 58 23 | 26 24 | 1,355 00 | 26 24 | 1,355 00 | 62 98 | 150 00 |
| Melbourne..... | 527 07 | 429 | 7,540 67 | 37 86 | 160 | 2,270 59 | 149 77 | 21 06 | 3 49 | 215 00 | 3 49 | 215 00 | 21 00 | 23 50 |
| Melbourne..... | 972 75 | 585 | 9,946 65 | 49 12 | 177 | 2,130 52 | 367 90 | 29 04 | 10 96 | 270 50 | 10 96 | 270 50 | 37 50 | 75 00 |
| Melbourne..... | 1,759 19 | 845 | 10,511 65 | 61 32 | 829 | 19,631 91 | 1,126 11 | 31 58 | 9 12 | 565 50 | 9 12 | 565 50 | 37 50 | 60 00 |
| Merrickville..... | 1,665 82 | 745 | 10,251 35 | 63 35 | 335 | 3,632 01 | 273 17 | 31 08 | 4 06 | 498 75 | 4 06 | 498 75 | ..... | 60 00 |
| Merrickville..... | 562 66 | 240 | 3,946 55 | 21 53 | 108 | 1,745 76 | 365 92 | 11 57 | 6 43 | 236 25 | 6 43 | 236 25 | ..... | 26 25 |
| Merrickville..... | 173 45 | 231 | 3,261 66 | 17 12 | 11 | 982 88 | 84 70 | 9 03 | 2 40 | 72 50 | 2 40 | 72 50 | ..... | 7 50 |
| Middleville..... | 3,199 70 | 1,689 | 35,097 06 | 224 91 | 934 | 15,629 15 | 2,830 21 | 97 53 | 36 68 | 1,465 50 | 36 68 | 1,465 50 | 37 50 | 210 00 |
| Middleville..... | 1,299 91 | 172 | 2,613 81 | 13 68 | 152 | 1,308 57 | 177 88 | 7 91 | 1 99 | 74 00 | 1 99 | 74 00 | 3 00 | 7 50 |
| Middleville..... | 1,007 22 | 792 | 9,970 04 | 54 67 | 297 | 4,136 05 | 1,738 67 | 30 13 | 5 59 | 311 25 | 5 59 | 311 25 | 3 00 | 30 00 |
| Middleville..... | 88 30 | 48 | 314 63 | 2 45 | 1 | 59 37 | 14 10 | 0 87 | 0 91 | 34 50 | 0 91 | 34 50 | ..... | 3 75 |
| Middleville..... | 452 81 | 382 | 4,986 63 | 30 54 | 93 | 1,159 76 | 93 58 | 14 20 | 1 95 | 190 50 | 1 95 | 190 50 | 82 50 | 60 00 |
| Middleville..... | 1,479 01 | 274 | 4,588 45 | 23 35 | 357 | 7,381 57 | 1,049 97 | 16 79 | 9 86 | 469 50 | 9 86 | 469 50 | 37 75 | 15 00 |
| Middleville..... | 1,459 54 | 125 | 4,801 15 | 30 10 | 638 | 9,037 66 | 307 22 | 17 18 | 5 47 | 387 00 | 5 47 | 387 00 | 39 75 | 105 00 |
| Middleville..... | 2,779 26 | 1,513 | 15,813 36 | 114 77 | 635 | 7,863 63 | 1,689 55 | 18 39 | 7 33 | 787 50 | 7 33 | 787 50 | ..... | 15 00 |
| Middleville..... | 1,369 75 | 131 | 4,824 95 | 11 87 | 231 | 5,680 47 | 1,181 71 | 21 10 | 1 63 | 10 12 | 1 63 | 10 12 | ..... | 15 00 |
| Middleville..... | 954 99 | 437 | 8,250 20 | 61 47 | 189 | 4,665 32 | 316 55 | 25 00 | 3 67 | 303 00 | 3 67 | 303 00 | ..... | 30 00 |
| Middleville..... | 669 07 | 876 | 17,611 18 | 81 64 | 235 | 4,409 34 | 991 62 | 50 53 | 6 21 | 281 00 | 6 21 | 281 00 | 11 21 | 30 00 |
| Middleville..... | 226 80 | 130 | 8,317 35 | 39 77 | 93 | 1,351 06 | 214 24 | 23 21 | 1 67 | 103 50 | 1 67 | 103 50 | 12 00 | 11 25 |
| Middleville..... | 165 82 | 87 | 2,332 62 | 12 83 | 10 | 96 98 | 15 50 | 6 47 | 1 60 | 80 25 | 1 60 | 80 25 | ..... | 7 50 |
| Middleville..... | 2,821 38 | 1,357 | 13,802 22 | 86 68 | 696 | 10,688 28 | 993 75 | 47 08 | 3 41 | 933 00 | 3 41 | 933 00 | 82 50 | 120 00 |
| Middleville..... | 227 50 | 121 | 3,321 69 | 14 84 | 71 | 1,529 16 | 149 85 | 10 00 | 4 06 | 493 00 | 4 06 | 493 00 | ..... | 7 50 |
| Middleville..... | 160 92 | 110 | 1,962 18 | 9 92 | 47 | 1,032 13 | 202 15 | 5 46 | 3 53 | 72 00 | 3 53 | 72 00 | ..... | 7 50 |
| Middleville..... | 336 40 | 128 | 1,339 86 | 10 14 | 26 | 197 88 | 102 41 | 5 63 | 1 96 | 180 00 | 1 96 | 180 00 | 7 50 | 18 75 |
| Middleville..... | 501 22 | 645 | 7,555 42 | 16 20 | 134 | 1,973 64 | 243 57 | 20 80 | 2 08 | 86 25 | 2 08 | 86 25 | ..... | 7 50 |
| Middleville..... | 174 07 | 116 | 3,043 32 | 13 84 | 84 | 636 87 | 180 06 | 8 41 | 3 56 | 153 00 | 3 56 | 153 00 | ..... | 11 25 |
| Middleville..... | 285 99 | 75 | 1,360 79 | 7 91 | 66 | 578 21 | 162 90 | 3 90 | 3 56 | 153 00 | 3 56 | 153 00 | ..... | 11 25 |
| Middleville..... | 83 65 | 245 | 4,724 68 | 22 87 | 7 | 107 49 | 52 35 | 13 00 | 0 79 | 33 00 | 0 79 | 33 00 | ..... | 7 50 |
| Middleville..... | 574 98 | 472 | 7,732 50 | 38 80 | 248 | 3,459 40 | 654 35 | 22 13 | 5 45 | 243 00 | 5 45 | 243 00 | 30 00 | 26 25 |
| Middleville..... | 233 52 | 98 | 2,342 94 | 9 96 | 73 | 1,345 36 | 190 46 | 8 67 | 1 35 | 106 50 | 1 35 | 106 50 | ..... | 11 25 |
| Middleville..... | 537 67 | 461 | 10,474 21 | 47 14 | 159 | 2,998 70 | 202 51 | 28 75 | 7 36 | 260 00 | 7 36 | 260 00 | 15 00 | 28 75 |
| Middleville..... | 328 49 | 259 | 4,301 68 | 22 40 | 45 | 995 70 | 175 33 | 12 33 | 1 55 | 122 00 | 1 55 | 122 00 | ..... | 15 00 |
| Middleville..... | 244 03 | 130 | 5,255 46 | 28 90 | 84 | 922 88 | 27 21 | 15 73 | 1 41 | 133 50 | 1 41 | 133 50 | ..... | 11 25 |
| Middleville..... | 3,100 89 | 1,181 | 12,191 91 | 75 18 | 974 | 18,462 54 | 2,131 50 | 33 82 | 28 50 | 901 50 | 28 50 | 901 50 | 112 50 | 135 00 |
| Middleville..... | 189 32 | 282 | 6,073 62 | 57 93 | 92 | 1,425 45 | 213 18 | 17 26 | 2 54 | 84 50 | 2 54 | 84 50 | ..... | 7 50 |
| Middleville..... | 172 88 | 341 | 5,097 56 | 26 49 | 24 | 432 99 | 56 33 | 11 68 | 0 69 | 56 53 | 0 69 | 56 53 | ..... | 3 75 |
| Middleville..... | 229 57 | 62 | 4,132 73 | 6 32 | 42 | 733 73 | 117 30 | 3 33 | 2 33 | 82 50 | 2 33 | 82 50 | ..... | 7 50 |
| Middleville..... | 297 94 | 184 | 2,945 99 | 15 62 | 24 | 162 71 | 202 73 | 8 39 | 2 57 | 117 00 | 2 57 | 117 00 | ..... | 11 25 |
| Middleville..... | 465 45 | 381 | 5,585 22 | 28 88 | 61 | 830 75 | 165 57 | 15 79 | 1 54 | 106 50 | 1 54 | 106 50 | 58 50 | 18 75 |
| Middleville..... | 484 16 | 245 | 10,501 21 | 38 17 | 35 | 534 97 | 143 47 | 20 48 | 3 54 | 82 00 | 3 54 | 82 00 | 1 50 | 7 50 |
| Middleville..... | 146 | 146 | 4,549 34 | 23 53 | 190 | 2,146 06 | 439 83 | 13 34 | 9 51 | 289 50 | 9 51 | 289 50 | 1 50 | 30 00 |
| Middleville..... | 745 42 | 334 | 6,437 27 | 32 60 | 198 | 2,869 80 | 352 49 | 18 20 | 6 49 | 285 00 | 6 49 | 285 00 | 18 00 | 30 00 |
| Middleville..... | 143 95 | 332 | 4,640 75 | 27 64 | 121 | 1,870 49 | 189 70 | 13 34 | 2 31 | 266 00 | 2 31 | 266 00 | ..... | 10 00 |
| Middleville..... | 3,696 45 | 1,040 | 15,125 26 | 86 65 | 1,066 | 18,552 45 | 3,301 62 | 32 30 | 26 07 | 1,024 50 | 26 07 | 1,024 50 | 19 50 | 135 00 |
| Middleville..... | 126 35 | 19 | 1,048 57 | 4 76 | 19 | 225 37 | 46 50 | 2 86 | 2 45 | 45 00 | 2 45 | 45 00 | ..... | 3 75 |
| Middleville..... | 91 74 | 12 | 635 65 | 3 54 | 3 | 12 75 | 18 00 | 1 91 | 0 41 | 39 00 | 0 41 | 39 00 | | 3 75 |

a Accounting from August 1, 1906. b Accounting from March 1, 1907

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| | | | | | | | | | | | | |
|-------------------------|------------|--------|------------|----------|--------|------------|-----------|--------|-------|--------|----------|--------|
| North Augusta..... | 483 67 | 561 | 10,112 81 | 47 99 | 185 | 3,411 54 | 201 55 | 31 06 | 8 45 | 2 53 | 211 50 | 22 50 |
| North Bay..... | 10,585 77 | 4,434 | 104,116 08 | 825 51 | 1,835 | 32,671 65 | 4,013 92 | 299 80 | 81 54 | 36 04 | 2,415 00 | 360 00 |
| North Gower..... | 624 61 | 358 | 3,072 11 | 21 29 | 116 | 2,242 60 | 239 35 | 8 98 | 4 13 | | 15 75 | 26 25 |
| North Lanark..... | 311 | 55 | 7,890 76 | 31 51 | 55 | 1,273 65 | 179 07 | 22 31 | | 4 27 | 120 00 | 11 25 |
| North Williamsburg..... | 417 11 | 300 | 3,691 59 | 20 40 | 50 | 1,631 65 | 181 80 | 10 47 | | 3 39 | 168 00 | 18 75 |
| Norval..... | 499 63 | 322 | 3,826 61 | 24 21 | 139 | 2,529 70 | 218 18 | 11 05 | | 2 53 | 168 00 | 18 75 |
| Norwich..... | 2,437 31 | 1,168 | 11,305 67 | 73 93 | 537 | 7,579 45 | 1,282 99 | 37 14 | 3 72 | 13 39 | 723 00 | 105 00 |
| Norwood..... | 1,751 91 | 969 | 10,483 89 | 64 22 | 406 | 5,397 96 | 1,284 35 | 31 29 | 10 32 | 6 30 | 566 25 | 75 00 |
| Notawa..... | 206 40 | 225 | 2,727 24 | 15 57 | 76 | 1,702 53 | 135 45 | 9 39 | | 1 47 | 90 00 | 7 50 |
| Novar..... | 412 46 | 167 | 3,208 52 | 16 21 | 71 | 1,126 21 | 320 86 | 9 10 | | 5 59 | 186 00 | 18 75 |
| Oakland..... | 132 91 | 236 | 3,728 51 | 18 11 | 55 | 363 14 | 73 26 | 10 63 | | 0 38 | 61 50 | 3 75 |
| Oakville..... | 2,886 46 | 1,044 | 11,404 71 | 81 05 | 622 | 11,243 69 | 1,007 36 | 37 54 | 17 87 | 9 87 | 793 50 | 105 00 |
| Oakwood..... | 641 | 461 | 11,063 43 | 59 34 | 90 | 1,231 37 | 474 60 | 39 11 | | 8 03 | 263 50 | 30 00 |
| Oatless..... | 615 08 | 568 | 7,213 93 | 39 35 | 152 | 2,710 39 | 329 48 | 24 52 | 16 74 | 3 00 | 243 00 | 6 75 |
| Oilsvekon..... | 93 87 | 38 | 1,691 30 | 8 01 | 15 | 131 32 | 96 16 | 1 51 | | 1 30 | 46 50 | 2 50 |
| Oil City..... | 126 01 | 140 | 2,971 03 | 10 67 | 60 | 546 71 | 88 12 | 6 01 | | 1 22 | 61 50 | 3 75 |
| Oil Springs..... | 1,415 28 | 934 | 18,600 06 | 89 15 | 363 | 8,875 15 | 735 92 | 56 82 | 1 36 | 11 01 | 381 00 | 35 00 |
| Olnoda..... | 88 52 | 166 | 1,998 74 | 11 41 | 20 | 226 25 | 61 80 | 5 63 | | 0 25 | 40 50 | 3 75 |
| Omanah..... | 125 81 | 47 | 398 88 | 2 76 | 13 | 267 50 | 19 50 | 1 09 | | 11 66 | 345 00 | 3 75 |
| Onarone..... | 958 30 | 482 | 13,363 91 | 56 48 | 292 | 2,994 77 | 407 13 | 38 50 | 23 02 | 11 66 | 345 00 | 3 75 |
| Onondaga..... | 150 13 | 182 | 2,627 28 | 12 81 | 44 | 762 62 | 313 90 | 7 41 | | 10 70 | 250 25 | 7 50 |
| Orangeville..... | 4,793 76 | 755 | 8,344 92 | 51 04 | 1,183 | 16,470 76 | 3,489 92 | 29 35 | 5 61 | 10 70 | 250 25 | 45 00 |
| Oreland..... | 67 38 | 64 | 1,371 29 | 6 74 | 2 | 10 15 | 80 09 | 3 76 | | 1 09 | 31 00 | 2 50 |
| Oroville..... | 12,652 32 | 2,299 | 33,562 67 | 214 32 | 3,427 | 48,350 77 | 8,583 01 | 116 66 | 59 21 | 37 53 | 2,971 50 | 85 50 |
| Oroon..... | 833 74 | 958 | 9,204 61 | 57 32 | 328 | 3,998 63 | 807 19 | 26 62 | 9 74 | 2 88 | 303 00 | 30 00 |
| Orville..... | 242 32 | 487 | 4,484 33 | 28 39 | 37 | 544 94 | 160 72 | 12 33 | 10 21 | 2 88 | 303 00 | 16 50 |
| Oroon..... | 187 68 | 282 | 1,696 22 | 22 85 | 18 | 198 31 | 224 09 | 12 98 | | 0 85 | 88 50 | 7 50 |
| Oroon..... | 87 69 | 110 | 2,021 78 | 9 76 | 31 | 266 83 | 35 83 | 5 77 | | 0 96 | 40 50 | 5 25 |
| Oscoda..... | 228 46 | 26 | 704 86 | 3 60 | 46 | 1,369 96 | 111 17 | 2 26 | 1 27 | 1 23 | 127 50 | 3 75 |
| Osgoode Station..... | 363 53 | 62 | 981 28 | 5 47 | 33 | 747 46 | 67 93 | 2 68 | | 1 66 | 123 00 | 11 25 |
| Oshawa..... | 8,674 61 | 2,585 | 26,705 45 | 226 36 | 2,158 | 46,065 63 | 3,368 84 | 87 30 | 47 32 | 19 71 | 2,979 00 | 11 25 |
| Ottawa..... | 423,639 48 | | | | | | | | | | | 84 99 |
| * (Divided) | | | | | | | | | | | | |
| Head Office..... | 166,324 48 | 10,175 | 204,143 99 | 1,449 45 | 27,310 | 474,344 63 | 66,675 94 | | | 228 73 | d | |
| Bank Street..... | 9,845 00 | 2,791 | 34,764 72 | 237 91 | 32 | 299 06 | 1,863 44 | 87 37 | 33 42 | 35 71 | 150 00 | |
| Bank Street South..... | 979 00 | 581 | 4,609 95 | 39 51 | 19 | 339 73 | 231 35 | 12 66 | | | 75 00 | |
| King Street..... | 893 00 | 450 | 6,611 40 | 39 03 | 5 | 34 20 | 97 92 | 18 32 | 23 31 | 3 76 | 75 00 | |
| Le Breton Place..... | 1,883 00 | 524 | 4,904 41 | 38 01 | 1 | 5 00 | 82 66 | 13 48 | | 1 21 | 112 50 | |
| Mount Sherwood..... | 922 00 | 311 | 2,724 23 | 29 46 | 8 | 37 14 | 60 59 | 7 42 | | 2 93 | 75 00 | |
| New Edinburgh..... | 629 00 | 209 | 2,639 24 | 16 11 | 10 | 172 86 | 43 20 | 5 77 | 2 55 | 1 93 | 75 00 | |
| Stewarton..... | 2,990 00 | 856 | 9,435 01 | 73 86 | 25 | 115 70 | 439 00 | 25 12 | | 16 98 | 112 50 | |
| Sub Office No. 10..... | 984 00 | | | | | | | | | | 75 00 | |
| Ottawa East..... | 1,238 75 | 360 | 2,988 56 | 27 36 | 89 | 1,118 88 | 71 20 | 9 67 | | 0 31 | 345 00 | 30 00 |
| Otterville..... | 924 23 | 129 | 2,069 18 | 17 17 | 192 | 1,938 70 | 452 12 | 7 41 | 1 13 | 7 31 | 322 50 | 30 00 |
| Owen Sound..... | 16,865 54 | 2,485 | 40,357 31 | 244 12 | 4,048 | 65,832 88 | 10,428 72 | | | | 1,087 99 | |
| Oxford..... | 176 34 | 105 | 4,344 58 | 9 07 | 16 | 189 91 | 64 36 | 1 64 | | 1 72 | 58 50 | 3 75 |
| Oxford Mills..... | 229 30 | 509 | 2,835 61 | 17 95 | 11 | 840 73 | 79 94 | 7 94 | | 1 39 | 112 50 | 11 25 |
| Ozmauch Centre..... | 410 72 | 138 | 4,001 68 | 47 32 | 125 | 1,973 29 | 286 23 | 13 38 | | 6 88 | 178 50 | 18 75 |

c Non accounting from January 1, 1907.

d Salary, etc., entered in Auditor General's report.

e Including commission on box rents.

f Including 25 cents arrears.

g Commission to non accounting offices, etc.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M.O. business. | Compensation paid to Postmasters on S.B. business. | Compensation paid to Postmasters on P.N. business. | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|-----------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|------------------------------------|--|--|--|----------|--------------------|---|
| | § cts. | | § cts. | § cts. | | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. |
| Paisley | 1,973 30 | 1,109 | 13,709 69 | 77 12 | 568 | 10,249 39 | 1,311 88 | 44 02 | 11 80 | 20 61 | 618 00 | 24 75 | 112 50 |
| Pakenham | 974 94 | 1,044 | 10,108 13 | 62 40 | 145 | 2,741 33 | 271 43 | 28 38 | 1 78 | 2 32 | 337 50 | 3 75 | 30 00 |
| Palermo | 6,435 96 | 398 | 6,435 96 | 32 76 | 56 | 699 35 | 77 40 | 18 51 | 2 14 | 1 03 | 93 75 | ..... | 7 50 |
| Palgrave | 319 85 | 352 | 9,457 47 | 43 11 | 49 | 817 44 | 120 09 | 26 15 | 1 71 | 1 62 | 112 50 | ..... | 7 50 |
| Palmerston | 2,620 18 | 1,480 | 14,493 33 | 95 51 | 728 | 10,355 21 | 1,267 28 | 42 28 | 12 76 | 9 27 | 745 50 | 21 00 | 105 00 |
| Palmyra | 170 16 | 106 | 1,835 07 | 9 00 | 14 | 137 96 | 66 65 | 5 65 | 1 47 | 73 00 | ..... | ..... | 7 50 |
| Paris | 5,995 91 | 1,364 | 16,764 38 | 116 86 | 1,026 | 13,307 55 | 2,534 41 | 57 76 | 25 12 | 13 91 | 1,709 25 | 10 50 | 45 00 |
| Paris Station | 1,376 69 | 370 | 4,909 97 | 28 72 | 93 | 1,117 03 | 150 06 | 15 01 | 6 49 | 3 10 | 418 50 | 18 00 | ..... |
| Parkerville | 55 18 | 45 | 316 17 | 2 94 | 9 | 172 88 | 39 00 | 0 86 | 0 57 | 0 23 | 26 25 | ..... | ..... |
| Park Hill | 2,377 48 | 1,484 | 17,153 93 | 99 14 | 774 | 12,325 92 | 1,425 65 | 55 65 | 2 03 | 10 19 | 690 00 | 120 00 | 90 00 |
| Parry Harbour | 685 03 | 880 | 24,013 42 | 122 63 | 58 | 1,007 00 | 162 60 | 67 36 | 3 19 | 1 25 | 216 00 | 5 25 | 26 25 |
| Parry Sound | 5,768 | 5,768 | 205,282 44 | 1,617 51 | 1,106 | 18,184 92 | 2,734 98 | 572 70 | 145 78 | 27 49 | 1,359 00 | 142 50 | 195 00 |
| Pelee Island | 200 86 | 799 | 15,915 75 | 74 09 | 115 | 2,438 47 | 174 75 | 41 36 | 3 48 | 1 22 | 75 00 | 3 75 | 7 50 |
| Pembroke | 10,557 02 | 2,628 | 29,899 60 | 171 95 | 4,650 | 75,312 16 | 12,650 27 | 95 40 | 98 42 | 31 38 | 1,580 00 | 127 50 | ..... |
| Pendleton | 224 21 | 313 | 6,439 07 | 29 86 | 35 | 1,280 56 | 111 56 | 18 69 | 28 41 | 19 59 | 103 50 | 6 00 | 10 00 |
| Penetanguishene | 3,098 42 | 1,729 | 21,811 50 | 131 58 | 673 | 13,032 63 | 1,675 57 | 65 33 | 31 67 | 19 59 | 821 25 | 22 50 | 105 00 |
| Perrill | 6,353 20 | 2,655 | 25,792 85 | 168 47 | 1,973 | 29,206 08 | 4,514 80 | 90 14 | 31 89 | 15 76 | 1,855 50 | 300 00 | 270 00 |
| Peterborough | 26,172 07 | 2,704 | 45,311 94 | 335 06 | 5,046 | 102,825 90 | 11,203 94 | ..... | ..... | ..... | 4,779 20 | ..... | ..... |
| Petrolia | 6,129 51 | 1,795 | 29,848 94 | 161 68 | 1,554 | 29,659 91 | 3,286 79 | 101 55 | 67 21 | 34 12 | 1,893 75 | 33 00 | ..... |
| Phillipston | 229 42 | 1,888 | 5,165 00 | 21 29 | 37 | 817 02 | 181 29 | 14 60 | 1 16 | 3 03 | 103 00 | 24 75 | 11 25 |
| Phillipsville | 216 09 | 165 | 3,315 21 | 12 52 | 47 | 440 18 | 110 29 | 6 66 | ..... | 1 48 | 96 00 | ..... | 7 50 |
| Pickering | 737 14 | 939 | 12,237 77 | 68 41 | 278 | 4,915 36 | 469 19 | 36 69 | 11 39 | 2 69 | 326 25 | ..... | 30 00 |
| Pictou | 6,619 25 | 1,727 | 19,161 49 | 122 30 | 1,285 | 18,057 89 | 3,006 26 | ..... | ..... | ..... | 1,890 00 | ..... | ..... |
| Pinkerton | 256 80 | 45 | 1,854 12 | 7 17 | 39 | 499 25 | 62 35 | 5 57 | ..... | 2 29 | 127 50 | 9 00 | 11 25 |
| Plantagenet | 681 30 | 519 | 9,257 12 | 44 69 | 262 | 5,857 57 | 991 22 | 14 60 | 11 00 | 4 76 | 276 00 | 27 00 | 39 00 |
| Plattsville | 944 83 | 1,056 | 11,572 29 | 70 18 | 167 | 3,656 17 | 590 00 | 33 39 | 11 45 | 9 08 | 336 25 | 15 00 | 45 00 |
| Plevna | 168 39 | 212 | 3,595 30 | 17 94 | 19 | 459 44 | 144 15 | 10 22 | 12 49 | 1 58 | 72 00 | ..... | 7 50 |
| Pont Edward | 547 38 | 489 | 4,368 71 | 29 51 | 187 | 1,625 70 | 284 75 | 15 23 | ..... | 1 26 | 232 50 | 37 50 | 22 50 |
| Pontypool | 332 33 | 388 | 5,788 17 | 29 58 | 139 | 1,634 79 | 256 03 | 16 73 | ..... | 0 93 | 205 00 | ..... | 21 25 |
| Port Arthur | 7,460 71 | 7,013 | 297,311 02 | 1,659 78 | 1,473 | 32,405 77 | 2,336 06 | 598 51 | 157 07 | 36 39 | 1,132 00 | 66 00 | ..... |
| Port Burwell | 876 05 | 673 | 14,917 30 | 69 68 | 1,116 | 1,543 68 | 453 68 | 42 33 | 19 33 | 9 75 | 292 50 | 39 00 | 26 25 |
| Port Carling | 1,072 25 | 510 | 9,311 91 | 51 04 | 187 | 3,281 63 | 444 34 | 28 66 | 7 26 | 8 99 | 354 00 | 40 50 | 45 00 |
| Port Colborne | 2,205 73 | 1,073 | 12,714 28 | 77 36 | 444 | 5,729 51 | 575 65 | 43 51 | 28 94 | 9 89 | 1,757 50 | 15 00 | |

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|------------------------|----------|-------|-----------|--------|-------|-----------|----------|--------|--------|----------|-------|--------|
| Port Coltdwell..... | 136 16 | 7 | 149 74 | 0 65 | 5 | 84 55 | 24 65 | 0 69 | 24 60 | 72 00 | 0 12 | 6 25 |
| Port Credit..... | 717 61 | 590 | 13,686 78 | 111 54 | 433 | 1,347 11 | 277 11 | 38 39 | 24 60 | 210 00 | 4 10 | 26 25 |
| Port Dalhousie..... | 1,036 97 | 406 | 3,968 74 | 26 58 | 277 | 5,549 41 | 242 29 | 17 35 | 8 95 | 348 75 | 1 05 | 45 00 |
| Port Dover..... | 1,602 15 | 901 | 10,558 16 | 64 75 | 428 | 5,894 05 | 895 35 | 36 01 | 9 39 | 487 50 | 13 00 | 60 00 |
| Port Elgin..... | 2,015 71 | 1,023 | 10,481 15 | 61 17 | 592 | 9,867 17 | 1,337 70 | 35 00 | 3 48 | 633 00 | 1 45 | 75 00 |
| Port Hope..... | 7,929 47 | 1,083 | 15,012 28 | 96 56 | 1,456 | 25,520 01 | 4,233 03 | 54 51 | 32 70 | 2,245 50 | 36 64 | 187 50 |
| Port Lambton..... | 291 52 | 301 | 7,471 87 | 32 13 | 128 | 2,446 88 | 196 65 | 24 66 | 24 66 | 123 75 | 2 16 | 11 25 |
| Portland..... | 401 57 | 219 | 4,071 62 | 20 38 | 81 | 1,124 83 | 141 72 | 12 50 | 154 50 | 12 00 | 4 27 | 15 00 |
| Port Perry..... | 2,411 09 | 1,251 | 9,606 88 | 66 56 | 1,090 | 13,985 32 | 1,976 32 | 31 72 | 8 42 | 711 00 | 4 47 | 90 00 |
| Port Robinson..... | 535 24 | 145 | 1,976 29 | 14 42 | 198 | 2,463 17 | 325 28 | 10 25 | 2 11 | 228 00 | 2 11 | 22 50 |
| Port Rowan..... | 950 86 | 566 | 5,354 35 | 35 07 | 439 | 3,978 13 | 568 25 | 18 35 | 15 31 | 361 50 | 8 88 | 45 00 |
| Port Ryerse..... | 83 58 | 119 | 1,778 73 | 8 90 | 31 | 462 11 | 46 25 | 5 36 | ..... | 31 50 | 0 61 | ..... |
| Port Sandhill..... | 236 36 | ..... | ..... | ..... | 9 | 160 21 | 168 85 | 0 20 | ..... | 82 50 | ..... | 7 50 |
| Portsmouth..... | 810 14 | 120 | 1,493 56 | 8 59 | 64 | 1,124 02 | 209 35 | 5 64 | 2 04 | 210 00 | 1 55 | 15 00 |
| Port Stanley..... | 899 16 | 607 | 6,893 68 | 41 95 | 124 | 2,908 86 | 292 71 | 21 11 | 10 93 | 277 50 | 1 63 | 30 00 |
| Port Sydney..... | 319 20 | 357 | 4,891 27 | 26 77 | 129 | 2,228 30 | 213 20 | 14 26 | 3 98 | 123 75 | 3 21 | 11 25 |
| Powassan..... | 1,463 23 | 574 | 7,804 08 | 41 86 | 173 | 3,681 57 | 463 86 | 21 85 | 6 27 | 390 00 | 14 02 | 45 00 |
| Prescott..... | 5,130 33 | 899 | 12,117 87 | 66 86 | 960 | 13,872 73 | 1,853 60 | 49 08 | 225 15 | 1,511 25 | 10 23 | ..... |
| Preston..... | 383 82 | 604 | 7,745 52 | 42 64 | 767 | 13,165 93 | 1,571 84 | 47 59 | 36 17 | 1,287 00 | 5 90 | 145 00 |
| Priceville..... | 582 28 | 355 | 5,265 36 | 29 07 | 109 | 1,912 87 | 291 33 | 23 13 | 6 03 | 135 50 | 1 18 | 15 00 |
| Princeton..... | 195 09 | 126 | 2,430 34 | 11 14 | 70 | 1,004 45 | 179 50 | 6 68 | 6 74 | 232 50 | 8 49 | 26 25 |
| Proton Station..... | 346 65 | 170 | 2,745 70 | 14 46 | 39 | 1,023 07 | 137 24 | 7 35 | ..... | 100 00 | 0 83 | 10 00 |
| Providence Bay..... | 246 88 | 229 | 5,686 97 | 26 18 | 66 | 2,468 20 | 80 33 | 15 90 | ..... | 150 00 | 1 07 | 15 00 |
| Pussey..... | 176 15 | 407 | 9,016 70 | 41 02 | 333 | 3,999 86 | 53 45 | 8 73 | 11 67 | 122 57 | 1 69 | 15 25 |
| Pushbush..... | 198 12 | 156 | 3,461 05 | 15 22 | 62 | 811 09 | 113 66 | 8 73 | ..... | 67 50 | 4 69 | 2 25 |
| Queensborough..... | 368 70 | 340 | 3,478 72 | 22 22 | 71 | 1,470 68 | 122 08 | 10 13 | ..... | 82 50 | 3 40 | 7 50 |
| Queensdown..... | 336 84 | 265 | 2,917 88 | 17 70 | 82 | 885 16 | 204 72 | 8 40 | ..... | 147 00 | 0 97 | 15 00 |
| Queensville..... | 332 31 | 54 | 625 33 | 4 36 | 11 | 234 40 | 60 00 | 1 72 | ..... | 85 00 | 1 12 | 15 00 |
| Railton..... | 2,185 85 | 2,110 | 38,056 15 | 289 23 | 316 | 10,353 68 | 338 01 | 107 08 | 3 45 | 472 60 | 8 73 | 90 00 |
| Rainy River..... | 66 03 | 104 | 1,877 85 | 9 18 | 48 | 459 52 | 31 00 | 5 90 | ..... | 37 50 | 0 75 | 3 75 |
| Raddo..... | 163 22 | 135 | 2,118 41 | 10 71 | 26 | 907 90 | 100 31 | 5 99 | ..... | 77 00 | 1 25 | 7 50 |
| Redburn..... | 5,242 79 | 1,866 | 26,681 29 | 153 38 | 4,443 | 27,681 69 | 3,570 49 | 77 74 | 53 13 | 1,17 50 | 19 08 | 195 00 |
| Redfish..... | 143 65 | 74 | 1,622 92 | 7 62 | 85 | 1,012 83 | 89 83 | 4 50 | ..... | 51 00 | 1 70 | 15 00 |
| Riceville..... | 242 25 | 9 | 253 17 | 4 15 | 18 | 347 56 | 60 40 | 0 37 | 24 12 | 113 25 | 1 60 | 3 75 |
| Richard's Landing..... | 562 19 | 860 | 12,978 61 | 69 49 | 171 | 2,662 61 | 259 02 | 37 25 | 0 99 | 252 50 | 6 11 | 11 25 |
| Ridgeway..... | 1,093 56 | 696 | 9,111 83 | 55 11 | 518 | 3,383 67 | 1,250 63 | 28 43 | 6 53 | 363 00 | 3 75 | 15 00 |
| Ripley..... | 1,182 91 | 149 | 2,926 93 | 14 43 | 250 | 1,175 12 | 358 51 | 11 16 | 1 00 | 411 00 | 7 29 | 45 00 |
| Riversdale..... | 140 50 | 119 | 1,908 65 | 9 51 | 30 | 366 11 | 64 46 | 5 77 | ..... | 63 00 | 1 52 | 3 75 |
| Roche's Point..... | 192 69 | 98 | 2,328 50 | 12 46 | 16 | 115 95 | 50 71 | 6 42 | ..... | 90 00 | 0 66 | 7 50 |
| Rockingham..... | 123 20 | 143 | 4,929 12 | 19 39 | 229 | 1,139 35 | 62 54 | 11 20 | 19 90 | 52 50 | 0 25 | 3 75 |
| Rockland..... | 1,396 99 | 845 | 13,059 51 | 73 54 | 302 | 1,271 95 | 408 95 | 13 70 | 23 58 | 453 00 | 1 79 | 60 00 |
| Rockport..... | 237 06 | 105 | 1,846 92 | 9 34 | 20 | 228 87 | 71 82 | 5 45 | ..... | 108 00 | 1 70 | 11 25 |
| Rockton..... | 228 88 | 138 | 2,145 20 | 10 57 | 21 | 209 05 | 42 20 | 6 02 | ..... | 105 00 | 0 81 | 7 50 |

^b Including \$6 13 arrears of night duty.

^a Including commission on box rents.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compen-sation paid to Post-masters on M. O. business. | | Compen-sation paid to Post-masters on P. N. business. | Salary. | Forward Allow-ance. | Allow-ance towards Rent, Fuel and Light. | | | | |
|------------------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|------|------------------------------------|---|------|---|---------|---------------------|--|----|--------|----|------|
| | % | cts. | | % | cts. | | | % | cts. | | % | cts. | | | | | % | cts. | % | cts. |
| Rockwood..... | 826 | 72 | 576 | 7,571 | 06 | 46 | 20 | 3,840 | 91 | 492 | 15 | 23 | 50 | 4 | 85 | 325 | 25 | 30 | 00 | |
| Rochey..... | 1,363 | 95 | 391 | 7,977 | 36 | 38 | 06 | 4,823 | 71 | 861 | 18 | 25 | 31 | 11 | 53 | 453 | 00 | 60 | 00 | |
| Rosemont..... | 391 | 85 | 391 | 11,222 | 58 | 47 | 04 | 841 | 13 | 246 | 85 | 31 | 01 | 3 | 93 | 130 | 50 | 21 | 75 | |
| Rosemeath..... | 282 | 46 | 387 | 8,293 | 96 | 38 | 78 | 768 | 01 | 116 | 10 | 23 | 27 | 3 | 26 | 135 | 00 | 11 | 25 | |
| Rosseau..... | 908 | 17 | 533 | 10,201 | 81 | 53 | 17 | 3,572 | 91 | 365 | 24 | 29 | 63 | 8 | 57 | 333 | 50 | 24 | 75 | |
| Rosspart..... | 292 | 35 | 16 | 463 | 20 | 4 | 60 | 125 | 94 | 194 | 95 | 1 | 07 | 1 | 07 | 125 | 00 | 11 | 25 | |
| Rothsay..... | 197 | 37 | 212 | 5,415 | 07 | 24 | 13 | 919 | 41 | 177 | 85 | 15 | 25 | 1 | 99 | 3 | 03 | 97 | 50 | |
| Roscom Station..... | 197 | 06 | 559 | 5,155 | 45 | 27 | 21 | 625 | 90 | 81 | 57 | 14 | 50 | 0 | 62 | 76 | 50 | 7 | 50 | |
| Russell..... | 906 | 38 | 559 | 11,131 | 57 | 54 | 33 | 6,415 | 00 | 658 | 99 | 32 | 58 | 5 | 91 | 307 | 50 | 30 | 00 | |
| Rutherford..... | 97 | 50 | 214 | 6,397 | 61 | 27 | 95 | 197 | 14 | 54 | 26 | 17 | 60 | 0 | 77 | 49 | 50 | 2 | 25 | |
| Rutherford..... | 172 | 80 | 267 | 7,258 | 03 | 30 | 02 | 1,733 | 33 | 116 | 93 | 20 | 54 | 4 | 12 | 75 | 00 | 3 | 75 | |
| Rutlan..... | 285 | 19 | 325 | 4,063 | 20 | 26 | 86 | 1,216 | 27 | 203 | 21 | 14 | 47 | 6 | 21 | 3 | 56 | 112 | 50 | |
| St. Ann's..... | 114 | 07 | 132 | 2,453 | 63 | 12 | 45 | 819 | 27 | 111 | 52 | 7 | 33 | 3 | 98 | 54 | 00 | 10 | 50 | |
| St. Catharines..... | 19,335 | 11 | 3,812 | 47,105 | 99 | 365 | 79 | 56,818 | 01 | 8,293 | 91 | 180 | 11 | 141 | 28 | 72 | 32 | 64,180 | 50 | |
| St. Clements..... | 211 | 20 | 223 | 4,145 | 19 | 19 | 52 | 1,396 | 02 | 55 | 15 | 11 | 90 | 0 | 30 | 97 | 50 | 21 | 00 | |
| St. Columban..... | 76 | 22 | 48 | 935 | 32 | 4 | 44 | 14 | 50 | 5 | 15 | 2 | 00 | 0 | 30 | 97 | 50 | 7 | 50 | |
| St. David's..... | 429 | 23 | 263 | 3,130 | 56 | 19 | 46 | 939 | 22 | 112 | 90 | 9 | 65 | 0 | 25 | 54 | 00 | 3 | 75 | |
| St. Eugene..... | 389 | 76 | 631 | 11,062 | 51 | 53 | 44 | 3,332 | 27 | 221 | 41 | 33 | 81 | 1 | 17 | 161 | 25 | 15 | 00 | |
| St. George, Brant..... | 1,382 | 28 | 862 | 11,383 | 30 | 73 | 33 | 5,794 | 30 | 1,485 | 70 | 32 | 37 | 3 | 67 | 183 | 00 | 18 | 75 | |
| St. Isidore de Prescott..... | 427 | 17 | 81 | 2,833 | 75 | 11 | 38 | 3,673 | 05 | 96 | 10 | 7 | 79 | 2 | 79 | 6 | 13 | 448 | 50 | |
| St. Jacob's..... | 565 | 86 | 595 | 4,515 | 22 | 32 | 72 | 1,225 | 94 | 272 | 12 | 13 | 04 | 1 | 57 | 1 | 47 | 168 | 00 | |
| St. Joachim Riv. Ruscom..... | 103 | 91 | 384 | 8,301 | 99 | 36 | 97 | 1,225 | 94 | 272 | 12 | 13 | 04 | 1 | 57 | 2 | 18 | 198 | 00 | |
| St. Joseph..... | 65 | 36 | 29 | 441 | 79 | 2 | 43 | 185 | 20 | 43 | 12 | 23 | 01 | 0 | 27 | 37 | 50 | 16 | 50 | |
| St. Mary's..... | 5,746 | 15 | 1,367 | 13,679 | 99 | 95 | 68 | 395 | 38 | 18 | 75 | 1 | 85 | 0 | 50 | 33 | 75 | 3 | 75 | |
| St. Thomas..... | 19,117 | 40 | 4,152 | 42,449 | 91 | 307 | 09 | 19,426 | 01 | 2,854 | 89 | 48 | 25 | 8 | 94 | 1,601 | 25 | 225 | 00 | |
| St. William's..... | 4,482 | 84 | 296 | 6,284 | 02 | 29 | 54 | 64,126 | 42 | 10,696 | 51 | 48 | 25 | 8 | 61 | 4,481 | 78 | 56 | 25 | |
| Sandhill..... | 85 | 94 | 40 | 1,114 | 78 | 5 | 69 | 400 | 20 | 314 | 55 | 19 | 34 | 5 | 87 | 175 | 50 | 18 | 75 | |
| Sand Point..... | 215 | 22 | 174 | 2,692 | 66 | 14 | 05 | 400 | 20 | 81 | 60 | 3 | 56 | 1 | 62 | 82 | 50 | 7 | 50 | |
| Sandwich..... | 797 | 61 | 351 | 4,199 | 39 | 26 | 76 | 481 | 61 | 51 | 20 | 7 | 69 | 0 | 88 | 122 | 50 | 7 | 50 | |
| Sarnia..... | 14,824 | 06 | 2,084 | 31,989 | 28 | 198 | 38 | 3,670 | 67 | 397 | 45 | 17 | 86 | 2 | 98 | 2 | 41 | 303 | 00 | |
| St. Asaph..... | 144 | 02 | 45 | 1,103 | 65 | 4 | 85 | 72,243 | 52 | 6,291 | 97 | 137 | 37 | 59 | 44 | 63,429 | 00 | 225 | 00 | |
| Sault Ste Marie..... | 13,754 | 91 | 5,538 | 135,507 | 35 | 1,400 | 57 | 5,211 | 26 | 49 | 15 | 3 | 63 | 63 | 54 | 50 | 3 | 75 | 6 | 00 |
| Sault Ste Marie West..... | 1,161 | 75 | 1,974 | 15,770 | 67 | 97 | 60 | 57,276 | 54 | 5,111 | 26 | 408 | 20 | 151 | 07 | 27 | 46 | 63,104 | 25 | |
| | | | | | | | | 1,390 | 13 | 286 | 50 | 44 | 14 | 1 | 94 | 63,439 | 50 | 55 | 00 | |

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| | | | | | | | | | | | | |
|---------------------|----------|-------|-----------|--------|-------|-----------|----------|--------|-------|-------|----------|--------|
| Scarboro..... | 115 13 | 87 | 1,450 10 | 10 47 | 29 | 581 98 | 29 90 | 5 49 | 0 75 | 0 95 | 42 00 | 3 75 |
| Schomberg..... | 788 22 | 287 | 7,752 44 | 37 36 | 130 | 2,522 15 | 404 46 | 21 78 | 12 92 | 11 95 | 300 00 | 30 00 |
| Schreiber..... | 908 99 | 1,225 | 22,585 91 | 136 00 | 116 | 2,758 48 | 141 73 | 63 11 | 30 86 | 3 93 | 285 00 | 31 00 |
| Scotford..... | 486 63 | 321 | 5,579 18 | 27 24 | 130 | 1,483 33 | 271 13 | 16 37 | 0 76 | 3 93 | 180 00 | 13 75 |
| Scotford..... | 4,322 14 | 1,406 | 14,022 14 | 94 27 | 1,406 | 24,505 32 | 2,611 81 | 49 05 | 25 98 | 7 71 | 1,224 00 | 120 00 |
| Scottham..... | 318 04 | 157 | 3,404 33 | 17 13 | 6 | 57 75 | 11 50 | 9 42 | 0 36 | 6 24 | 624 00 | 165 00 |
| Scottham..... | 445 70 | 276 | 1,791 59 | 12 79 | 94 | 1,065 32 | 146 08 | 5 55 | ..... | 1 06 | 161 25 | 15 00 |
| Scottham..... | 418 36 | 420 | 9,019 98 | 42 82 | 100 | 2,091 05 | 217 38 | 26 47 | 0 43 | 6 45 | 178 50 | 18 75 |
| Scottham..... | 117 74 | 218 | 2,398 05 | 14 62 | 27 | 416 09 | 65 38 | 6 60 | ..... | 0 28 | 78 00 | 7 50 |
| Sedkirik..... | 711 10 | 846 | 10,988 32 | 59 27 | 201 | 2,611 87 | 563 16 | 32 19 | ..... | 0 28 | 240 00 | 15 00 |
| Severn Bridge..... | 476 23 | 282 | 6,126 21 | 29 86 | 119 | 1,671 98 | 262 31 | 17 63 | ..... | 10 58 | 208 50 | 3 75 |
| Shacke-peare..... | 391 43 | 452 | 4,928 08 | 29 96 | 125 | 2,061 69 | 196 27 | 14 32 | 2 47 | 2 97 | 168 75 | 18 75 |
| Shadlow Lake..... | 440 83 | 849 | 15,410 53 | 90 13 | 101 | 1,780 53 | 270 17 | 43 00 | 20 01 | 4 24 | 199 50 | 3 75 |
| Shannonville..... | 369 62 | 718 | 15,635 39 | 70 33 | 138 | 1,891 92 | 284 01 | 44 39 | 0 99 | 1 72 | 136 00 | 28 50 |
| Sharnot Lake..... | 492 31 | 264 | 3,895 36 | 20 33 | 85 | 1,308 04 | 263 60 | 11 61 | 3 66 | 5 31 | 197 50 | 3 00 |
| Sharon..... | 136 92 | 177 | 2,646 84 | 13 33 | 40 | 495 79 | 82 51 | 7 39 | ..... | 1 31 | 80 00 | 36 00 |
| Shedden..... | 364 66 | 139 | 1,417 34 | 9 55 | 127 | 1,162 78 | 278 45 | 4 49 | ..... | 1 59 | 126 00 | 3 75 |
| Shelburne..... | 157 75 | 122 | 3,192 85 | 14 89 | 31 | 568 86 | 107 04 | 9 73 | ..... | 2 38 | 78 00 | 10 50 |
| Shelburne..... | 2,670 21 | 559 | 14,381 15 | 66 97 | 796 | 13,433 25 | 2,076 74 | 44 62 | 21 13 | 26 93 | 780 00 | 13 50 |
| Shelburne..... | 310 28 | 256 | 4,672 06 | 36 14 | 28 | 632 44 | 119 30 | 13 39 | ..... | 0 91 | 131 50 | ..... |
| Shusler Point..... | 301 35 | 545 | 13,356 22 | 63 20 | 30 | 424 22 | 28 61 | 38 83 | ..... | 0 19 | 138 75 | 13 00 |
| Simcoe..... | 5,612 91 | 896 | 8,990 41 | 61 78 | 1,500 | 20,902 66 | 4,223 96 | 38 08 | 3 10 | 21 51 | 1,522 50 | 78 00 |
| Singhampton..... | 221 41 | 232 | 2,417 72 | 30 73 | 83 | 1,651 99 | 252 35 | 20 27 | ..... | 3 40 | 105 00 | 11 25 |
| Smith's Falls..... | 8,987 34 | 2,915 | 36,476 37 | 238 16 | 2,772 | 19,057 06 | 5,146 58 | 107 91 | 74 25 | 21 13 | 2,514 00 | 75 00 |
| Smithville..... | 911 31 | 965 | 12,402 40 | 67 27 | 251 | 5,417 45 | 526 34 | 35 59 | 11 87 | 5 09 | 318 00 | 13 50 |
| Sombra..... | 691 28 | 507 | 8,722 00 | 44 21 | 149 | 5,413 43 | 1,029 94 | 34 88 | 0 42 | 6 38 | 315 00 | 25 50 |
| Southampton..... | 1,781 03 | 843 | 9,378 69 | 57 37 | 126 | 5,583 06 | 866 94 | 32 66 | 3 47 | 5 86 | 601 25 | 16 50 |
| South Indian..... | 266 69 | 465 | 10,814 21 | 50 15 | 174 | 4,130 23 | 215 47 | 35 65 | ..... | 2 29 | 102 00 | 11 25 |
| South Mountain..... | 458 13 | 682 | 12,998 65 | 63 58 | 78 | 1,109 69 | 192 43 | 36 18 | 10 97 | 3 02 | 195 00 | ..... |
| South Oshawa..... | 649 67 | 431 | 3,481 85 | 40 99 | 48 | 489 94 | 30 61 | 10 13 | ..... | 1 09 | 263 50 | 28 75 |
| South River..... | 1,179 31 | 983 | 12,238 82 | 79 10 | 132 | 3,216 84 | 379 08 | 35 08 | 13 09 | 6 32 | 391 50 | 16 50 |
| South Woodbore..... | 324 15 | 427 | 10,165 67 | 45 70 | 111 | 1,128 53 | 314 40 | 25 16 | ..... | 2 27 | 145 50 | 15 00 |
| Spanish..... | 291 32 | 412 | 13,298 12 | 50 29 | 48 | 829 47 | 109 01 | 37 66 | 0 65 | 4 02 | 123 00 | 26 21 |
| Spanish Mills..... | 238 10 | 706 | 12,715 84 | 50 86 | 17 | 134 85 | 93 95 | 37 45 | ..... | 0 68 | 67 50 | 7 50 |
| Sparta..... | 329 25 | 213 | 5,736 20 | 26 16 | 91 | 1,442 27 | 265 10 | 16 52 | ..... | 3 50 | 130 50 | 11 25 |
| Spencerville..... | 193 53 | 538 | 11,848 53 | 54 41 | 572 | 4,952 85 | 2,091 15 | 31 81 | 36 81 | 9 33 | 198 75 | 22 50 |
| Springer..... | 382 07 | 665 | 12,139 97 | 62 65 | 80 | 1,755 43 | 294 53 | 34 74 | ..... | 4 02 | 180 00 | 18 75 |
| Spring Brook..... | 206 21 | 119 | 9,687 38 | 44 59 | 62 | 1,895 65 | 344 53 | 27 05 | ..... | 2 54 | 88 50 | 7 50 |
| Springfield..... | 791 83 | 686 | 9,438 54 | 51 89 | 180 | 2,887 70 | 499 98 | 29 36 | 1 86 | 8 68 | 306 00 | 36 00 |
| Springford..... | 295 09 | 101 | 1,845 97 | 8 90 | 61 | 905 39 | 155 77 | 5 45 | ..... | 5 29 | 131 25 | 11 25 |
| Spring Valley..... | 285 39 | 62 | 991 60 | 5 63 | 16 | 118 55 | 12 31 | 2 75 | ..... | 0 20 | 161 25 | 15 00 |
| Sturcodale..... | 453 26 | 294 | 5,992 46 | 28 13 | 142 | 2,585 75 | 286 40 | 17 46 | 19 16 | 7 00 | 292 50 | 21 25 |
| Stafia..... | 164 49 | 124 | 2,520 50 | 12 60 | 29 | 459 45 | 169 77 | 7 10 | ..... | 1 85 | 75 00 | 7 50 |
| Stamford..... | 271 23 | 286 | 3,054 60 | 18 21 | 39 | 459 98 | 36 95 | 9 10 | ..... | 1 11 | 118 50 | 11 25 |
| Stanny Brae..... | 297 56 | 146 | 13,007 49 | 75 19 | 14 | 352 20 | 135 98 | 35 79 | ..... | 1 28 | 121 50 | 11 25 |
| Staples..... | 175 39 | 206 | 3,473 05 | 17 09 | 71 | 755 65 | 129 50 | 10 66 | ..... | 1 59 | 84 00 | 7 50 |
| Stawyer..... | 1,759 79 | 968 | 12,771 91 | 73 31 | 587 | 11,473 89 | 1,096 70 | 39 51 | 5 12 | 8 79 | 561 00 | 75 00 |
| Steeles..... | 691 75 | 984 | 8,572 79 | 65 70 | 168 | 3,125 85 | 196 20 | 24 98 | ..... | 1 67 | 240 00 | 26 25 |
| Stella..... | 225 00 | 301 | 6,312 77 | 31 66 | 110 | 3,326 82 | 292 23 | 25 81 | 4 11 | 1 51 | 96 00 | 7 50 |

a Including commission on box rents. b Including \$106 arrears. c Including \$10 arrears. d Accounting from December 1, 1906.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|------------------------|-----------------------|--------------------------------|--------------------------------------|----------|--|------------------------------|------------------------------------|--------|------------------------------------|---|-----------|---|--------|---------|--------------------|---|
| | | | cts. | cts. | | | cts. | cts. | | cts. | cts. | cts. | cts. | | | |
| Stevensville..... | 453 77 | 410 | 5,546 06 | 30 66 | 273 | 3,346 34 | 250 66 | 29 10 | 23 71 | 4 17 | 147 00 | 3 00 | 15 00 | | | |
| Stirling..... | 1,589 09 | 1,022 | 13,306 42 | 74 65 | 368 | 6,064 42 | 1,114 58 | 38 95 | 3 05 | 11 21 | 525 00 | 41 25 | 75 00 | | | |
| Stirton..... | 16 05 | 15 | 137 83 | 0 66 | 16 | 146 28 | 25 91 | 0 46 | | 0 24 | 20 90 | | | | | |
| Stittsville..... | 500 87 | 183 | 4,271 07 | 19 85 | 80 | 1,361 53 | 257 44 | 11 92 | | 2 71 | 196 50 | 16 50 | 18 75 | | | |
| Stocco..... | 102 07 | 68 | 1,469 52 | 6 85 | 17 | 167 90 | 35 08 | 4 20 | | 0 90 | 54 00 | | 3 75 | | | |
| Stokes Bay..... | 111 63 | 32 | 535 74 | 2 62 | 12 | 339 41 | 53 36 | 1 60 | | 0 87 | 58 50 | 7 50 | 3 75 | | | |
| Stony Creek..... | 601 92 | 407 | 4,112 54 | 26 51 | 187 | 2,546 15 | 396 29 | 13 06 | 0 83 | 1 21 | 223 50 | 18 00 | 22 50 | | | |
| Stony Point..... | 187 61 | 124 | 5,017 42 | 19 15 | 25 | 388 58 | 158 76 | 13 97 | | 2 31 | 82 50 | | 7 50 | | | |
| Stouffville..... | 1,848 22 | 762 | 9,292 53 | 55 91 | 403 | 7,001 88 | 1,151 19 | 28 01 | 4 75 | 14 19 | 600 33 | 57 75 | 75 00 | | | |
| Strabane..... | 88 57 | 81 | 2,143 09 | 9 24 | 14 | 425 25 | 43 45 | 6 06 | | 1 24 | 41 25 | | | | | |
| Stratfordville..... | 255 59 | 277 | 5,902 57 | 27 36 | 19 | 240 81 | 234 12 | 16 31 | | 1 98 | 131 00 | | 11 25 | | | |
| Stratford..... | 16,243 21 | 4,544 | 44,502 30 | 305 06 | 4,794 | 82,474 99 | 7,389 26 | 184 80 | 55 27 | 23 86 | 8,658 50 | 240 00 | | | | |
| Stratford Station..... | 4,321 15 | 2,033 | 21,842 42 | 192 57 | 143 | 1,756 53 | 698 43 | 61 73 | 32 7 | 8 54 | 1,237 50 | | 165 00 | | | |
| Strathcona..... | 121 35 | 75 | 3,747 36 | 13 29 | 37 | 208 79 | 118 78 | 10 44 | 1 06 | 1 24 | 64 00 | | 3 75 | | | |
| Strathroy..... | 4,925 03 | 856 | 11,886 45 | 68 47 | 1,059 | 16,224 32 | 2,631 07 | 42 28 | 6 89 | 27 40 | 41,388 25 | 60 00 | | | | |
| Stratton Station..... | 305 68 | 388 | 7,963 23 | 38 33 | 81 | 1,670 91 | 204 61 | 22 65 | | 5 44 | 7183 07 | 11 25 | 15 00 | | | |
| Streebville..... | 947 08 | 256 | 6,196 05 | 35 26 | 262 | 3,762 41 | 629 77 | 29 61 | 17 52 | 7 30 | 321 00 | | 30 00 | | | |
| Stroud..... | 293 39 | 128 | 2,976 56 | 15 25 | 108 | 1,363 75 | 284 29 | 8 30 | | 1 49 | 75 00 | 93 75 | 7 50 | | | |
| Sturgeon Falls..... | 3,436 19 | 952 | 23,099 00 | 141 19 | 751 | 16,471 56 | 1,091 61 | 67 97 | 24 19 | 28 32 | 984 00 | 6 00 | 135 00 | | | |
| Sudbury..... | 7,101 17 | 4,345 | 123,813 07 | 1,094 11 | 1,299 | 26,894 40 | 4,144 73 | 346 81 | 99 41 | 15 64 | 1,749 75 | 115 50 | 240 00 | | | |
| Summerstown..... | 138 85 | 72 | 393 02 | 5 43 | 20 | 320 14 | 114 10 | 2 96 | 0 31 | 1 16 | 32 50 | | 6 25 | | | |
| Sunderland..... | 959 87 | 635 | 6,992 92 | 45 58 | 169 | 3,353 31 | 676 45 | 20 15 | | 6 05 | 340 50 | 8 25 | 30 00 | | | |
| Sundridge..... | 802 74 | 1,343 | 19,662 02 | 105 82 | 255 | 3,758 89 | 554 35 | 54 75 | 14 31 | 7 07 | 321 00 | 8 25 | 30 00 | | | |
| Sutton West..... | 926 90 | 728 | 10,300 16 | 54 68 | 209 | 4,079 93 | 724 88 | 30 39 | 7 14 | 5 08 | 385 50 | 37 50 | 45 00 | | | |
| Swansea..... | 1,161 91 | 256 | 3,341 41 | 25 69 | 269 | 1,285 10 | 490 75 | 10 47 | 0 51 | 2 53 | 180 00 | | | | | |
| Sydenham..... | 784 53 | 611 | 8,455 08 | 45 23 | 137 | 1,771 85 | 356 78 | 24 40 | 9 96 | 4 75 | 309 00 | | 30 00 | | | |
| Tainworth..... | 797 24 | 529 | 12,293 74 | 54 13 | 200 | 3,189 10 | 536 60 | 35 26 | 2 13 | 10 18 | 303 00 | 3 75 | 30 00 | | | |
| Tara..... | 1,113 31 | 1,080 | 12,463 43 | 71 26 | 378 | 6,891 19 | 861 43 | 34 74 | 3 97 | 7 74 | 385 50 | 40 50 | 45 00 | | | |
| Tavistock..... | 1,451 45 | 707 | 8,997 78 | 51 57 | 301 | 5,270 78 | 550 00 | 27 77 | 0 63 | 14 37 | 483 00 | | 60 00 | | | |
| Tewinsec..... | 242 51 | 189 | 4,061 59 | 18 52 | 38 | 540 81 | 110 08 | 11 28 | | 1 19 | 114 00 | 3 75 | 11 25 | | | |
| Teeswater..... | 1,401 43 | 326 | 5,293 59 | 27 81 | 429 | 6,699 56 | 1,067 70 | 18 54 | 3 56 | 12 08 | 486 00 | 10 48 | 59 98 | | | |
| Temagami..... | 637 58 | 477 | 10,477 93 | 77 51 | 51 | 1,280 19 | 119 04 | 29 17 | | 0 31 | 223 50 | 3 75 | 22 50 | | | |
| Temperanceville..... | 165 74 | 97 | 4,311 16 | 16 24 | 41 | 1,075 07 | 150 79 | 12 01 | | 0 94 | 41 25 | | 3 75 | | | |

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| | 694 18 | 285 | 3,321 90 | 22 33 | 2,316 53 | 441 16 | 10 53 | 0 54 | 5 35 | 277 50 | 49 50 | 30 00 |
|------------------------|-------------|--------|------------|----------|-----------|---------------|--------|--------|---------|----------|--------|--------|
| Thamesford | 1,565 62 | 268 | 7,517 21 | 32 93 | 6,676 91 | 909 64 | 25 40 | 5 93 | 12 78 | 502 50 | 37 50 | 60 00 |
| Thamesville | 476 30 | 104 | 4,844 48 | 18 06 | 4,670 86 | 159 43 | 17 74 | ..... | 4 55 | 189 00 | 7 50 | 18 75 |
| The Brook | 928 26 | 503 | 5,174 04 | 32 40 | 4,282 46 | 623 89 | 16 50 | 2 15 | 5 64 | 318 00 | 16 50 | 45 00 |
| Thessalon | 2,190 63 | 1,035 | 18,075 28 | 91 14 | 8,372 40 | 1,218 63 | 51 80 | 20 34 | 24 07 | 625 58 | 21 00 | 86 67 |
| Thomashang | 156 46 | 255 | 6,658 08 | 26 97 | 7,98 47 | 103 79 | 16 75 | ..... | 2 46 | 73 50 | ..... | 7 50 |
| Thornbury | 1,261 06 | 674 | 8,509 78 | 48 71 | 6,993 85 | 925 50 | 26 36 | 15 51 | 7 49 | 468 00 | ..... | 60 00 |
| Thornhill | 568 34 | 410 | 6,150 35 | 33 70 | 1,325 75 | 215 10 | 17 30 | ..... | 2 83 | 210 00 | 3 75 | 22 50 |
| Thornont | 345 33 | 216 | 3,126 45 | 18 02 | 2,222 73 | 314 74 | 10 34 | 6 03 | 1 55 | 141 00 | ..... | 15 00 |
| Thornont | 473 17 | 317 | 5,363 56 | 29 73 | 3,992 60 | 273 16 | 17 03 | ..... | 3 61 | 175 50 | ..... | 18 75 |
| Thornont | 2,699 22 | 2,022 | 22,919 26 | 139 22 | 13,202 64 | 1,012 13 | 86 22 | 16 36 | 3 89 | 626 21 | ..... | 90 00 |
| Thornont | 2,109 59 | 1,198 | 17,328 59 | 45 65 | 8,275 45 | 828 38 | 54 76 | 0 63 | 8 73 | 525 00 | 21 00 | 75 00 |
| Tilbury | 4,812 42 | 1,668 | 19,557 51 | 122 67 | 21,471 70 | 3,463 38 | 63 72 | 10 02 | 25 04 | 1,335 00 | 150 00 | 180 00 |
| Tiverton | 631 40 | 637 | 8,969 41 | 47 40 | 6,429 19 | 484 40 | 31 87 | 7 94 | 6 92 | 255 00 | 10 50 | 26 25 |
| Toddont | 326 70 | 194 | 1,892 74 | 24 89 | 6,429 19 | 484 40 | 31 87 | 7 94 | 0 16 | 114 00 | ..... | 11 25 |
| Toddont | 237 82 | 605 | 12,536 87 | 57 35 | 1,241 67 | 149 49 | 35 02 | 9 11 | 3 44 | 114 00 | ..... | 11 25 |
| Toronto | *998,951 09 | | | | | | | | | | | |
| *(Divided as follows): | | | | | | | | | | | | |
| Head Office | 803,995 65 | 17,879 | 240,863 44 | 2,289 69 | 3,890,892 | 99,661,169 45 | | | 6391 54 | b | | |
| Bathurst Street | 299 30 | | 55,489 77 | 543 63 | 7,862 13 | 2,318 87 | 161 13 | 127 69 | 20 61 | 225 00 | ..... | ..... |
| Bloor Street | 6,001 00 | | 15,563 19 | 156 00 | 2,554 09 | 1,486 08 | 75 81 | 37 50 | 13 68 | 150 00 | ..... | ..... |
| Bloor Street | 6,461 00 | 2,695 | 25,631 25 | 244 81 | 4,517 86 | 1,643 78 | 15 31 | 51 30 | 12 18 | 150 00 | ..... | ..... |
| Broadview Avenue | 4,675 00 | 1,241 | 14,646 38 | 136 87 | 4,600 71 | 459 01 | 45 30 | 27 59 | 9 69 | 150 00 | ..... | ..... |
| Brockton | 3,653 00 | 1,491 | 15,574 62 | 136 50 | 2,351 02 | 832 45 | 44 66 | 19 38 | 9 38 | 112 50 | ..... | ..... |
| Carlton Street | 27,219 00 | 4,173 | 41,101 16 | 390 19 | 10,181 75 | 6,290 38 | 131 60 | 73 44 | 35 61 | 150 00 | ..... | ..... |
| Clinton Street | 3,161 00 | 1,313 | 16,375 88 | 125 20 | 2,329 78 | 1,184 21 | 47 19 | 25 67 | 11 05 | 150 00 | ..... | ..... |
| Dundas Street | 4,175 00 | 2,305 | 23,815 62 | 194 69 | 4,045 22 | 1,407 51 | 68 36 | 49 56 | 7 55 | 150 00 | ..... | ..... |
| Elm Street | 7,771 62 | 3,341 | 12,660 01 | 389 21 | 2,593 01 | 2,384 77 | 119 17 | 216 81 | 9 21 | 150 00 | ..... | ..... |
| Lee Avenue | 678 00 | | | | | | | | | 75 00 | ..... | ..... |
| North Toronto | 4,207 00 | 966 | 11,970 79 | 115 19 | 1,690 36 | 522 11 | 35 32 | 1 33 | 12 11 | 150 00 | ..... | ..... |
| Pape Avenue | 1,811 97 | 36 | 336 99 | 3 05 | 12 47 | ..... | 0 95 | 0 68 | 0 24 | 109 81 | ..... | ..... |
| Parkdale | 7,890 00 | 2,641 | 23,354 03 | 204 19 | 8,898 58 | 1,978 95 | 73 13 | 38 06 | 8 41 | 150 00 | ..... | ..... |
| Peter Street | 7,570 00 | 1,028 | 43,976 80 | 439 57 | 2,781 91 | 1,626 74 | 123 20 | 134 77 | 19 91 | 150 00 | ..... | ..... |
| Queen Street Centre | 5,701 00 | 1,853 | 26,059 85 | 265 70 | 713 81 | 536 94 | 71 83 | 21 11 | 4 32 | 150 00 | ..... | ..... |
| Queen Street East | 7,612 00 | 5,013 | 42,591 51 | 499 17 | 1,299 52 | 1,166 03 | 117 19 | 138 65 | 7 62 | 130 00 | ..... | ..... |
| Riverside | 4,191 00 | 3,619 | 31,122 37 | 366 02 | 2,957 89 | 1,013 35 | 70 67 | 50 4 | 8 38 | 150 00 | ..... | ..... |
| Rushdine Road | 4,486 00 | 2,868 | 24,498 16 | 257 36 | 2,957 89 | 1,013 35 | 39 29 | ..... | 7 96 | 150 00 | ..... | ..... |
| St. Joseph Street | 5,500 00 | 1,575 | 13,864 01 | 136 58 | 6,325 55 | 5,125 35 | 129 39 | 86 06 | 39 67 | 150 00 | ..... | ..... |
| Spadina Avenue | 20,711 00 | 4,767 | 45,533 22 | 379 41 | 5,299 66 | 3,463 89 | ..... | ..... | ..... | ..... | ..... | ..... |
| Station B | 2,515 39 | 10,355 | 121,487 16 | 1,131 21 | 8,119 30 | 1,870 58 | ..... | ..... | ..... | ..... | ..... | ..... |
| Station C | 23,108 21 | 3,155 | 38,038 85 | 377 84 | 15 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Station F | 110 00 | 17 | 162 77 | 1 62 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Station H | 172 00 | 7,686 | 87,302 93 | 772 17 | 377 62 | 4,763 31 | ..... | ..... | ..... | ..... | ..... | ..... |
| Sub Office No. 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sub Office No. 12 | 3,509 00 | 690 | 6,896 31 | 57 22 | 1,749 26 | 549 40 | 20 56 | 8 56 | 5 20 | 61 16 | ..... | ..... |
| Sub Office No. 24 | 2,612 00 | 1,350 | 15,498 70 | 142 85 | 1,987 42 | 169 60 | 15 66 | ..... | 2 36 | 65 00 | ..... | ..... |

a Salary, &c., entered in Auditor General's Report.
 b Commission to not-accounting offices, &c.
 c Closed October 1, 1906.
 d Accounting from February 1, 1907.
 e Including \$1.50 arrears.
 f Including \$3.47 arrears might duty.
 g Including \$1.50 arrears.
 h Including \$1.50 arrears.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commis- sion received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Compen- sation paid to Post- masters on M. O. business. | Compen- sation paid to Post- masters on S. B. business. | Compen- sation paid to Post- masters on P. N. business. | Salary. | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. |
|---------------------|-----------------------|------|--------------------------------|--------------------------------------|--------|--|------------------------------|------------------------------------|--------|---|---|---|---------|----------------------|---|
| | £ | cts. | | £ | cts. | | | £ | cts. | | | | | | |
| Toronto <i>Can.</i> | 2,900 00 | | 491 | 6,357 74 | 56 38 | 123 | 4,426 81 | 580 30 | 18 74 | 1 82 | 10 09 | 112 50 | | | |
| Sub-Office No. 27 | 1,434 00 | | | | | | | | | | | 57 15 | | | |
| Sub-Office No. 46 | 2,315 00 | | 331 | 3,493 44 | 31 35 | 48 | 636 33 | 340 92 | 10 26 | 0 03 | 6 90 | 112 50 | | | |
| (Sub-Office No. 35) | 721 00 | | 348 | 2,940 66 | 31 50 | 42 | 132 40 | 15 70 | 8 26 | 2 76 | 0 36 | 63 26 | | | |
| Yorkville | 12,805 95 | | 1,105 | 12,065 76 | 430 92 | 1,014 | 15,045 08 | 3,331 46 | 131 07 | 185 39 | 21 11 | 450 00 | | | 110 00 |
| Toronto Junction | 11,613 86 | | 1,903 | 68,559 98 | 461 65 | 2,046 | 33,408 61 | 5,219 82 | 155 75 | 84 22 | 29 48 | 2,595 00 | | | |
| Torrance | 197 57 | | 292 | 7,515 48 | 36 18 | 8 | 299 41 | 90 25 | 20 67 | | 1 01 | 90 00 | | | 7 50 |
| Tory Hill | 100 74 | | 111 | 3,622 35 | 14 63 | 26 | 738 18 | 62 31 | 9 97 | | 1 69 | 46 50 | | | 3 75 |
| Tottenham | 1,263 06 | | 676 | 11,391 17 | 62 06 | 222 | 3,628 30 | 753 69 | 32 08 | 24 23 | 7 61 | 429 00 | | | 45 00 |
| Trenton | 5,190 34 | | 633 | 13,570 27 | 69 81 | 1,532 | 17,357 13 | 3,425 18 | 51 61 | 34 13 | 24 79 | 4,467 75 | | | 120 00 |
| Trou Creek | 471 82 | | 391 | 5,329 62 | 29 16 | 78 | 1,517 91 | 169 75 | 14 81 | 11 42 | 3 61 | 217 50 | | | 45 00 |
| Trowbridge | 137 46 | | 159 | 2,835 59 | 13 39 | 41 | 719 78 | 79 86 | 8 38 | | 0 72 | 60 00 | | | 22 50 |
| Tullamore | 63 67 | | 3 | 48 95 | 0 00 | 2 | 48 75 | | 0 26 | | 0 65 | 25 50 | | | 3 75 |
| Tunnel | 651 69 | | 294 | 3,011 54 | 21 43 | 37 | 521 86 | 117 85 | 9 05 | | 3 09 | 277 50 | | | 30 00 |
| Tupperville | 363 41 | | 349 | 5,348 39 | 27 43 | 58 | 1,203 47 | 114 83 | 15 03 | | 3 07 | 120 00 | | | 11 25 |
| Tweed | 2,345 81 | | 607 | 10,216 34 | 55 33 | 672 | 14,125 68 | 1,650 86 | 32 15 | 3 01 | 7 96 | 729 00 | | | 90 00 |
| Uffington | 111 49 | | 91 | 2,479 67 | 10 89 | 37 | 105 75 | 95 02 | 6 87 | | 3 43 | 51 00 | | | 3 75 |
| Underwood | 345 91 | | 635 | 12,681 75 | 57 82 | 129 | 2,749 52 | 250 25 | 39 22 | 0 56 | 5 58 | 146 25 | | | 15 00 |
| Union | 216 50 | | 142 | 2,651 72 | 12 12 | 12 | 457 48 | 132 29 | 7 79 | | 1 18 | 96 00 | | | 7 50 |
| Unionville | 513 46 | | 176 | 3,253 22 | 17 21 | 160 | 2,063 70 | 313 99 | 11 01 | 4 55 | 3 21 | 205 50 | | | 52 50 |
| Uphill | 145 05 | | 182 | 1,590 51 | 19 51 | 20 | 465 96 | 65 69 | 12 63 | | 1 36 | 60 00 | | | 3 75 |
| Uterson | 363 96 | | 143 | 2,818 10 | 13 99 | 75 | 1,157 59 | 292 31 | 7 75 | | 4 07 | 140 00 | | | 15 00 |
| Wabridge | 2,971 10 | | 848 | 16,026 93 | 83 31 | 733 | 11,315 01 | 1,875 71 | 48 21 | 1 66 | 26 97 | 847 50 | | | 105 00 |
| Waukebec Hill | 2,398 78 | | 757 | 11,612 83 | 62 76 | 639 | 14,457 93 | 970 45 | 37 96 | 18 39 | 19 00 | 711 00 | | | 30 00 |
| Wawa | 288 65 | | 111 | 2,708 93 | 11 80 | 83 | 1,137 22 | 50 25 | 7 92 | | 2 87 | 115 50 | | | 11 25 |
| Wars | 438 42 | | 401 | 11,413 80 | 47 89 | 79 | 1,125 81 | 157 18 | 32 69 | | 3 95 | 198 00 | | | 18 75 |
| Wentnor | 190 10 | | 234 | 1,383 01 | 20 17 | 39 | 621 35 | 71 35 | 12 43 | | 2 22 | 85 50 | | | 7 50 |
| Vernier | 545 87 | | 407 | 9,436 21 | 14 89 | 161 | 6,730 02 | 156 17 | 31 28 | | 4 46 | 258 00 | | | 26 25 |
| Vernon | 2,465 10 | | 115 | 3,276 76 | 14 58 | 45 | 1,374 02 | 116 10 | 9 11 | 1 48 | 4 47 | 103 50 | | | 11 25 |
| Verona | 313 51 | | 258 | 6,705 10 | 28 61 | 77 | 1,662 21 | 232 82 | 19 99 | | 3 43 | 121 50 | | | 11 25 |
| Victoria Harbour | 835 58 | | 799 | 7,457 77 | 49 27 | 131 | 1,927 71 | 436 22 | 21 57 | 6 96 | 3 70 | 326 25 | | | 30 00 |
| Victoria Mines | 734 38 | | 579 | 21,768 43 | 181 96 | 53 | 986 00 | 102 85 | 60 08 | 23 14 | 5 38 | 282 00 | | | 30 00 |

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| | | | | | | | | | | |
|-------------------|----------|-----------|--------|-------|-----------|----------|--------|-------|----------|--------|
| Victoria Road | 533 17 | 9,459 44 | 49 69 | 73 | 1,706 00 | 186 98 | 26 39 | 4 86 | 204 00 | 22 50 |
| Vienna | 317 51 | 9,466 61 | 46 06 | 107 | 1,000 27 | 376 07 | 26 70 | 6 44 | 160 00 | 13 00 |
| Vineand | 177 27 | 1,527 23 | 10 38 | 72 | 1,009 33 | 77 84 | 4 98 | 1 22 | 82 50 | 7 50 |
| Virginia | 182 33 | 1,536 96 | 5 87 | 45 | 955 55 | 131 69 | 4 42 | 1 63 | 89 00 | 7 50 |
| Vitrovia | 440 65 | 2,814 69 | 17 86 | 111 | 1,513 88 | 335 61 | 8 42 | 3 47 | 183 00 | 18 75 |
| Wabgon | 346 80 | 3,303 01 | 66 57 | 72 | 1,207 15 | 92 94 | 26 16 | 3 43 | 190 00 | 20 00 |
| Wabgon | 385 | 29,980 97 | 192 42 | 51 | 1,091 77 | 81 15 | 82 39 | 1 65 | 442 50 | 55 00 |
| Wabnaptae | 1,157 54 | 6,164 36 | 32 19 | 110 | 2,337 47 | 173 74 | 19 89 | 3 08 | 236 25 | 26 25 |
| Wales | 511 54 | 16,812 18 | 92 52 | 213 | 2,279 05 | 5,851 92 | 56 65 | 30 40 | 301 25 | 75 00 |
| Walkerton | 4,430 69 | 16,812 18 | 92 52 | 213 | 2,279 05 | 5,851 92 | 56 65 | 30 40 | 301 25 | 75 00 |
| Walkerville | 7,146 53 | 19,605 52 | 147 04 | 1,724 | 38,851 46 | 1,812 18 | 71 05 | 23 72 | 1,833 75 | 255 00 |
| Wallaceburg | 3,831 66 | 10,983 71 | 65 51 | 673 | 11,840 58 | 1,318 46 | 44 71 | 9 71 | 1,833 75 | 255 00 |
| Wallacetown | 316 56 | 4,819 02 | 26 27 | 62 | 674 56 | 210 18 | 14 18 | 4 31 | 132 00 | 13 25 |
| Walsh | 146 23 | 747 67 | 4 41 | 13 | 1,661 16 | 75 94 | 2 18 | 2 15 | 66 00 | 6 25 |
| Walsham Centre | 202 69 | 4,067 23 | 21 49 | 115 | 1,456 64 | 366 83 | 12 13 | 2 66 | 105 00 | 7 50 |
| Walter's Falls | 290 05 | 4,609 62 | 21 69 | 51 | 7,999 40 | 194 12 | 12 76 | 5 41 | 94 50 | 7 50 |
| Walton | 346 39 | 5,329 56 | 33 33 | 79 | 1,182 77 | 191 57 | 15 18 | 1 98 | 145 50 | 15 00 |
| Wardsville | 439 34 | 10,639 76 | 56 08 | 171 | 2,530 96 | 316 30 | 31 13 | 2 04 | 232 50 | 27 50 |
| Warkworth | 1,040 68 | 12,612 42 | 77 34 | 180 | 3,221 60 | 568 74 | 37 13 | 3 48 | 369 00 | 40 00 |
| Warren | 746 | 13,554 52 | 68 03 | 237 | 5,679 86 | 624 99 | 38 75 | 5 89 | 345 00 | 35 00 |
| Warsaw | 350 54 | 3,177 76 | 15 55 | 72 | 1,181 54 | 162 47 | 9 01 | 4 09 | 129 00 | 11 25 |
| Warwick | 186 18 | 3,245 56 | 17 13 | 50 | 1,012 55 | 126 00 | 9 91 | 0 83 | 69 00 | 11 25 |
| Washteno | 379 12 | 1,922 43 | 9 07 | 17 | 2,759 80 | 245 87 | 5 28 | 3 89 | 156 00 | 15 00 |
| Waverley | 715 78 | 4,163 20 | 25 30 | 209 | 3,382 06 | 441 45 | 13 77 | 4 50 | 277 50 | 30 00 |
| Waterford | 1,565 20 | 13,878 91 | 72 20 | 483 | 1,399 93 | 1,026 73 | 43 43 | 11 27 | 475 50 | 60 00 |
| Waterloo West | 7,181 88 | 8,542 93 | 68 36 | 2,248 | 11,739 87 | 3,718 89 | 40 10 | 23 39 | 1,848 00 | 355 00 |
| Watford | 2,036 91 | 17,171 82 | 74 13 | 735 | 10,780 21 | 1,620 35 | 51 25 | 29 77 | 619 16 | 24 00 |
| Waukegan | 933 51 | 13,027 27 | 78 30 | 177 | 1,823 87 | 394 88 | 34 27 | 3 46 | 348 00 | 45 00 |
| Waverley | 142 33 | 1,717 05 | 8 23 | 28 | 512 04 | 112 61 | 1 92 | 3 77 | 65 00 | 3 75 |
| Webwood | 1,766 45 | 20,643 58 | 119 39 | 132 | 2,328 50 | 431 62 | 57 02 | 22 81 | 378 00 | 45 00 |
| Welcome | 253 31 | 748 30 | 3 03 | 6 | 1,066 95 | 116 05 | 2 12 | 2 11 | 100 00 | 10 60 |
| Welland | 5,673 40 | 36,244 16 | 219 19 | 1,277 | 19,654 22 | 2,428 81 | 131 21 | 17 42 | 1,351 00 | 185 00 |
| Welland Port | 419 81 | 6,144 71 | 39 05 | 170 | 2,781 10 | 273 11 | 19 08 | 8 05 | 157 50 | 15 00 |
| Wellsville | 824 48 | 7,731 78 | 42 68 | 122 | 2,684 41 | 293 00 | 29 16 | 8 36 | 340 00 | 40 00 |
| Wellington | 1,102 96 | 7,482 69 | 51 49 | 188 | 2,611 70 | 547 27 | 22 57 | 7 43 | 367 50 | 45 00 |
| Wellman's Corners | 88 49 | 2,718 43 | 12 04 | 20 | 333 75 | 16 25 | 7 74 | 3 06 | 37 50 | 3 75 |
| Westborough | 169 00 | 1 00 | 0 03 | 1 | 1 00 | 2 80 | 0 20 | 0 46 | 111 00 | 11 25 |
| West Gavenhurst | 229 67 | 1,292 65 | 7 46 | 14 | 145 96 | 10 60 | 3 63 | 1 00 | 158 00 | 15 00 |
| West Lorne | 1,013 33 | 8,966 09 | 56 31 | 267 | 3,146 85 | 501 76 | 27 21 | 2 30 | 343 50 | 30 00 |
| Westmeath | 407 91 | 1,540 37 | 26 18 | 91 | 1,697 12 | 212 00 | 12 70 | 2 29 | 198 00 | 22 50 |
| Westport | 1,687 72 | 12,050 29 | 61 35 | 197 | 2,786 64 | 449 89 | 34 33 | 1 75 | 501 00 | 69 00 |
| Westwood | 1,185 77 | 11,083 32 | 62 22 | 218 | 5,379 13 | 747 06 | 32 82 | 4 70 | 586 00 | 45 00 |
| Wheatley | 352 47 | 3,680 45 | 16 28 | 43 | 3,383 02 | 88 33 | 10 58 | 1 95 | 144 00 | 15 00 |
| Whitby | 826 78 | 7,135 93 | 43 14 | 230 | 3,009 91 | 514 68 | 21 52 | 9 39 | 345 00 | 30 00 |
| Whitby | 3,198 29 | 4,475 55 | 31 43 | 788 | 12,373 34 | 2,145 93 | 20 30 | 7 29 | 960 00 | 135 00 |
| Whitefish | 346 54 | 83 69 | 0 53 | 1 | 1 30 | 1 30 | 0 60 | 0 60 | 102 00 | 11 25 |
| White River | 762 76 | 27,112 64 | 225 79 | 35 | 729 91 | 138 17 | 74 83 | 3 32 | 328 50 | 30 00 |
| Whitevale | 205 71 | 5,674 39 | 25 10 | 74 | 1,297 37 | 255 99 | 16 31 | 3 61 | 35 00 | 7 50 |
| Whitney | 1,197 66 | 19,571 62 | 110 60 | 156 | 2,977 25 | 298 34 | 51 68 | 1 37 | 353 50 | 45 00 |
| Whitton | 3,534 91 | 14,047 92 | 81 10 | 878 | 18,677 41 | 2,288 07 | 40 97 | 13 49 | 1,408 17 | 146 66 |

a Accounting from March 1, 1907. b Including 50 cents arrears. c Accounting from December 1, 1906.

d Accounting from December 1, 1906.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compen- sation paid to Post- masters on M.O. business. | | Compen- sation paid to Post- masters on S.B. business. | | Compen- sation paid to Post- masters on P.N. business. | Salary. | | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. | |
|-------------------------|-----------------------|------|--------------------------------|--------------------------------------|-------|--|------------------------------|------------------------------------|------|------------------------------------|--|-------|--|-------|--|---------|-------|----------------------|---|----|
| | £ | cts. | | £ | cts. | | | £ | cts. | | £ | cts. | £ | cts. | | £ | cts. | | | £ |
| Wilkesport..... | 196 | 97 | 544 | 11,497 | 11 | 53 | 11 | 2,512 | 51 | 216 | 31 | 33 | 23 | 1 | 59 | 91 | 50 | 7 | 50 | |
| Williamsport..... | 284 | 82 | 166 | 4,183 | 34 | 18 | 29 | 1,406 | 34 | 275 | 32 | 11 | 91 | 5 | 54 | 120 | 00 | 11 | 25 | |
| Williamstown..... | 691 | 51 | 485 | 9,370 | 65 | 45 | 36 | 1,677 | 36 | 356 | 65 | 27 | 17 | 9 | 54 | 231 | 00 | 26 | 25 | |
| Wilno..... | 157 | 67 | 51 | 1,235 | 95 | 5 | 78 | 417 | 85 | 283 | 51 | 3 | 40 | 2 | 99 | 61 | 50 | 3 | 75 | |
| Wilton..... | 170 | 14 | 122 | 2,573 | 88 | 12 | 52 | 1,113 | 68 | 263 | 65 | 7 | 91 | 1 | 57 | 65 | 00 | 6 | 25 | |
| Winchester..... | 2,434 | 89 | 392 | 9,388 | 03 | 42 | 65 | 12,284 | 06 | 1,579 | 89 | 28 | 53 | 21 | 30 | 711 | 00 | 99 | 00 | |
| Winchester Springs..... | 184 | 70 | 173 | 2,136 | 37 | 12 | 15 | 347 | 80 | 43 | 50 | 6 | 65 | 1 | 79 | 82 | 50 | 2 | 25 | |
| Windsore..... | 562 | 59 | 173 | 2,626 | 00 | 14 | 00 | 1,123 | 75 | 270 | 91 | 7 | 27 | 3 | 81 | 139 | 00 | 15 | 00 | |
| Windward..... | 216 | 37 | 148 | 3,661 | 49 | 16 | 32 | 967 | 07 | 140 | 72 | 10 | 72 | 1 | 65 | 82 | 50 | 7 | 50 | |
| Windward Centre..... | 25,191 | 36 | 1,927 | 29,338 | 06 | 195 | 68 | 111,671 | 44 | 13,239 | 95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Windward..... | 4,883 | 33 | 1,882 | 17,967 | 88 | 118 | 03 | 15,452 | 40 | 2,239 | 12 | 56 | 94 | 12 | 18 | 1,215 | 00 | 128 | 33 | |
| Winona..... | 2,298 | 03 | 292 | 2,165 | 31 | 15 | 21 | 8,243 | 19 | 1,319 | 72 | 6 | 53 | 2 | 68 | 672 | 00 | 45 | 00 | |
| Wolfe Island..... | 453 | 18 | 242 | 5,211 | 08 | 25 | 72 | 2,089 | 02 | 96 | 15 | 17 | 30 | 1 | 56 | 187 | 54 | 6 | 00 | |
| Woodbridge..... | 774 | 34 | 288 | 1,417 | 18 | 25 | 07 | 2,896 | 35 | 305 | 89 | 13 | 72 | 2 | 30 | 303 | 00 | 8 | 25 | |
| Woodford..... | 238 | 64 | 22 | 463 | 40 | 2 | 55 | 120 | 68 | 75 | 47 | 1 | 27 | 1 | 47 | 73 | 50 | 7 | 50 | |
| Woodham..... | 145 | 85 | 159 | 4,572 | 05 | 20 | 22 | 322 | 68 | 74 | 12 | 12 | 66 | 1 | 28 | 72 | 00 | 6 | 25 | |
| Woodhouse..... | 82 | 21 | 138 | 3,251 | 80 | 11 | 77 | 158 | 89 | 28 | 00 | 9 | 29 | 0 | 86 | 42 | 00 | 3 | 75 | |
| Woodstock..... | 17,537 | 46 | 3,250 | 38,792 | 63 | 281 | 51 | 59,663 | 67 | 10,172 | 47 | 140 | 63 | 40 | 10 | 46 | 84 | 03 | 47 | 55 |
| Woodville..... | 1,010 | 60 | 636 | 42,817 | 86 | 63 | 43 | 5,685 | 18 | 919 | 40 | 35 | 33 | 4 | 11 | 353 | 00 | 45 | 00 | |
| Wooler..... | 339 | 53 | 489 | 8,531 | 78 | 43 | 14 | 1,441 | 68 | 341 | 70 | 23 | 98 | 0 | 90 | 166 | 50 | 18 | 75 | |
| Worthington..... | 230 | 84 | ..... | ..... | ..... | ..... | ..... | 359 | 31 | 46 | 41 | 0 | 10 | 3 | 90 | 48 | 00 | 3 | 75 | |
| Wroxeter..... | 684 | 33 | 481 | 6,136 | 99 | 33 | 87 | 5,395 | 99 | 1,778 | 03 | 17 | 85 | 4 | 89 | 274 | 50 | 30 | 02 | |
| Wychwood Park..... | 534 | 34 | 359 | 2,479 | 30 | 32 | 76 | 361 | 75 | 52 | 15 | 7 | 47 | 0 | 79 | 160 | 50 | 13 | 50 | |
| Wyebidge..... | 146 | 35 | 116 | 2,923 | 93 | 10 | 41 | 365 | 44 | 71 | 20 | 5 | 57 | 2 | 25 | 64 | 50 | 3 | 75 | |
| Wyevale..... | 183 | 32 | 86 | 1,689 | 39 | 7 | 91 | 721 | 63 | 153 | 42 | 4 | 66 | 1 | 86 | 90 | 00 | 7 | 50 | |
| Wyoming..... | 1,151 | 35 | 883 | 10,212 | 49 | 62 | 65 | 4,854 | 61 | 1,654 | 96 | 30 | 83 | 19 | 98 | 317 | 50 | 22 | 00 | |
| Yaerker..... | 547 | 15 | 403 | 5,958 | 63 | 31 | 76 | 6,709 | 54 | 924 | 14 | 17 | 61 | 8 | 30 | 219 | 00 | 18 | 75 | |
| Yonge's Mills..... | 51 | 86 | 25 | 178 | 62 | 1 | 28 | 25 | 00 | 2 | 50 | 0 | 50 | 0 | 35 | 67 | 50 | 5 | 00 | |
| York..... | 233 | 40 | 169 | 4,805 | 05 | 20 | 79 | 1,898 | 16 | 585 | 83 | 14 | 09 | 3 | 80 | 97 | 50 | 7 | 50 | |
| Young's Point..... | 225 | 10 | 95 | 1,842 | 15 | 8 | 88 | 923 | 63 | 67 | 00 | 6 | 23 | 1 | 71 | 86 | 25 | 7 | 50 | |
| Zephyr..... | 279 | 56 | 92 | 2,338 | 27 | 10 | 46 | 1,030 | 33 | 160 | 21 | 7 | 13 | | | 111 | 00 | 11 | 25 | |

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| | | | | | | | | | | | | | |
|---|--------------|---------|---------------|-----------|---------|---------------|--------------|-----------|----------|----------|------------|-----------|-----------|
| Zurich..... | 641 56 | 230 | 3,803 21 | 18 86 | 132 | 1,094 53 | 257 98 | 12 09 | 2 19 | 6 46 | 267 00 | - 10 50 | 30 00 |
| Non-accounting Post Officers..... | 154,298 75 | | | | | | | | | | 76,857 35 | 1,168 52 | 3,404 80 |
| Less—Value of Postage Stamps affixed to Postal Notes..... | 2,903,741 63 | | | | | | | | | | | | |
| | 3,167 70 | | | | | | | | | | | | |
| Totals..... | 2,900,573 93 | 730,540 | 11,538,665 64 | 76,835 84 | 708,494 | 10,855,574 59 | 1,674,372 86 | 30,123 37 | 8,845 57 | 7,579 12 | 406,952 46 | 16,869 78 | 33,057 83 |

^a Including commission on box rent.

^b Salary, etc., entered in Auditor General's Report.

APPENDIX C Continued.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on S. B. business. | | Salary. | | Forward Allowance. | | Allowance towards Rent, Fuel and Light. | |
|---------------------------|-----------------------|-----------|--------------------------------|-------|--------------------------------------|----------|--|-------|------------------------------|-----------|------------------------------------|-------|---|----------|---|-------|---------|------|--------------------|------|---|------|
| | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. |
| Abbotsford | 333 39 | 3,713 61 | 216 | 18 52 | 1,890 09 | 126 79 | 12 85 | 4 83 | 91 | 1,890 09 | 126 79 | 12 85 | 4 83 | 126 00 | 6 00 | 11 25 | | | | | | |
| Abercorn | 575 45 | 1,633 56 | 165 | 9 00 | 592 68 | 63 09 | 5 24 | 1 99 | 36 | 592 68 | 63 09 | 5 24 | 1 99 | 180 00 | 2 25 | 18 75 | | | | | | |
| Acton Vale | 1,028 20 | 9,911 65 | 565 | 48 83 | 12,552 19 | 1,031 95 | 39 49 | 0 41 | 560 | 12,552 19 | 1,031 95 | 39 49 | 0 41 | 6,365 75 | 15 00 | | | | | | | |
| Adstock | 139 49 | 5,222 08 | 159 | 21 39 | 451 99 | 36 43 | 15 62 | 2 72 | 20 | 451 99 | 36 43 | 15 62 | 2 72 | 51 00 | | 3 75 | | | | | | |
| Aenes | 509 79 | 3,099 30 | 285 | 18 93 | 866 15 | 163 79 | 9 35 | 5 33 | 70 | 866 15 | 163 79 | 9 35 | 5 33 | 196 50 | 10 50 | 18 75 | | | | | | |
| Albanel | 68 06 | 2,011 47 | 61 | 7 91 | 245 50 | 169 61 | 5 53 | 1 91 | 6 | 245 50 | 169 61 | 5 53 | 1 91 | 36 00 | 1 75 | 3 75 | | | | | | |
| Amherst Island | 122 95 | 10,070 48 | 318 | 40 45 | 1,228 68 | 39 57 | 24 96 | 0 17 | 36 | 1,228 68 | 39 57 | 24 96 | 0 17 | 18 00 | 11 25 | 3 75 | | | | | | |
| Amqui | 820 34 | 11,288 45 | 539 | 51 44 | 1,098 85 | 433 15 | 34 32 | 12 25 | 181 | 1,098 85 | 433 15 | 34 32 | 12 25 | 333 00 | 10 50 | 30 00 | | | | | | |
| Anges Gardien de Rouville | 192 06 | 2,586 82 | 117 | 11 91 | 753 46 | 88 55 | 7 61 | 1 67 | 36 | 753 46 | 88 55 | 7 61 | 1 67 | 92 00 | | 7 50 | | | | | | |
| Angers | 193 51 | 5,472 92 | 245 | 24 01 | 1,659 91 | 82 85 | 15 18 | 1 31 | 69 | 1,659 91 | 82 85 | 15 18 | 1 31 | 90 75 | 2 25 | 3 75 | | | | | | |
| Armagh | 134 56 | 18 45 | 1 | 0 10 | 82 75 | | | 0 10 | 2 | 82 75 | | | 0 10 | 65 00 | 2 25 | 3 75 | | | | | | |
| Ardayaska | 319 | 6,781 11 | 319 | 42 50 | 12,187 93 | 1,826 87 | 28 72 | 1 18 | 627 | 12,187 93 | 1,826 87 | 28 72 | 1 18 | 438 16 | 75 00 | 56 66 | | | | | | |
| Arundel | 232 69 | 9,735 65 | 105 | 32 50 | 2,233 95 | 191 06 | 27 36 | 28 03 | 90 | 2,233 95 | 191 06 | 27 36 | 28 03 | 411 | 93 75 | 7 50 | | | | | | |
| Ashbestos | 551 17 | 10,256 50 | 476 | 48 17 | 1,781 59 | 275 45 | 30 54 | 11 61 | 263 | 1,781 59 | 275 45 | 30 54 | 11 61 | 168 00 | | 18 75 | | | | | | |
| Avignon | 118 28 | 11,733 69 | 508 | 53 36 | 616 70 | 114 29 | 33 09 | 2 35 | 42 | 616 70 | 114 29 | 33 09 | 2 35 | 55 50 | 1 50 | 3 75 | | | | | | |
| Ayers Cliff | 531 61 | 6,749 95 | 431 | 34 40 | 1,661 78 | 172 17 | 19 80 | 2 70 | 100 | 1,661 78 | 172 17 | 19 80 | 2 70 | 192 00 | 7 50 | 18 75 | | | | | | |
| Aylmer (East) | 1,332 25 | 9,679 93 | 771 | 60 22 | 6,462 79 | 825 35 | 29 31 | 30 60 | 340 | 6,462 79 | 825 35 | 29 31 | 30 60 | 643 25 | | | | | | | | |
| Aylwin | 138 25 | 2,195 31 | 161 | 26 54 | 617 27 | 26 54 | 6 39 | 0 65 | 19 | 617 27 | 26 54 | 6 39 | 0 65 | 60 00 | | 3 75 | | | | | | |
| Bagotville | 399 63 | 12,566 75 | 699 | 63 69 | 1,856 33 | 138 61 | 35 65 | 5 68 | 57 | 1,856 33 | 138 61 | 35 65 | 5 68 | 187 50 | 15 00 | 15 00 | | | | | | |
| Beau-Sac, Claire | 62 52 | 452 71 | 18 | 3 55 | 9 52 | | 1 26 | | 1 | 9 52 | | 1 26 | | 31 50 | | 3 75 | | | | | | |
| Beau-Sac, Paul | 814 46 | 11,841 42 | 592 | 55 37 | 14,730 11 | 994 43 | 46 25 | 5 73 | 529 | 14,730 11 | 994 43 | 46 25 | 5 73 | 345 00 | 18 00 | 30 00 | | | | | | |
| Beilargoon | 37 52 | 1,938 58 | 67 | 8 53 | 2,933 24 | 147 19 | 5 35 | 2 26 | 19 | 2,933 24 | 147 19 | 5 35 | 2 26 | 60 00 | | 3 75 | | | | | | |
| Barachois de Mailbale | 291 45 | 5,444 47 | 180 | 24 39 | 472 36 | 78 05 | 15 13 | 2 91 | 28 | 472 36 | 78 05 | 15 13 | 2 91 | 132 75 | 3 75 | 11 25 | | | | | | |
| Barston | 170 69 | 1,924 57 | 175 | 12 32 | 765 51 | 65 03 | 6 29 | 1 14 | 57 | 765 51 | 65 03 | 6 29 | 1 14 | 72 00 | | 7 50 | | | | | | |
| Batiscon | 349 40 | 15,993 11 | 473 | 63 03 | 5,235 23 | 290 65 | 41 45 | 8 43 | 245 | 5,235 23 | 290 65 | 41 45 | 8 43 | 126 00 | 129 00 | 11 25 | | | | | | |
| Chabousson Junction | 242 55 | | | | 21 10 | 5 00 | | | 2 | 21 10 | 5 00 | | | 87 00 | 10 50 | 7 50 | | | | | | |

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| | | | | | | | | | | | | | |
|-------------------------|----------|-------|-----------|-------|-----|-----------|----------|--------|-------|-------|--------|-------|-------|
| Beauville East..... | 1,301 87 | 463 | 8,714 19 | 12 43 | 472 | 10,116 81 | 1,814 61 | 21 79 | | 10 39 | 450 00 | 13 50 | 60 00 |
| Beauville Ouest..... | 380 03 | 277 | 4,585 69 | 26 09 | 138 | 3,041 90 | 206 08 | 16 53 | ..... | 2 83 | 156 00 | ..... | 15 00 |
| Beauharnois..... | 1,502 86 | 772 | 13,892 78 | 69 73 | 408 | 9,227 60 | 652 16 | -41 25 | 32 03 | 6 93 | 492 00 | 21 00 | 60 00 |
| Beaupre..... | 211 25 | 102 | 1,099 67 | 7 14 | 117 | 2,104 72 | 177 80 | 4 21 | ..... | 1 02 | 88 50 | 4 50 | 7 50 |
| Beauport..... | 208 45 | 67 | 1,936 61 | 7 51 | 15 | 498 39 | 43 00 | 6 14 | ..... | 3 67 | 81 00 | ..... | 7 50 |
| Beauvauve..... | 167 98 | 131 | 3,718 91 | 15 03 | 60 | 4,263 21 | 17 60 | 10 72 | ..... | 0 62 | 73 50 | ..... | 7 50 |
| Beaucanour..... | 421 68 | 279 | 7,219 18 | 31 02 | 153 | 5,011 73 | 225 61 | 21 40 | 51 92 | 2 08 | 212 50 | 30 00 | 18 75 |
| Bedford..... | 1,200 55 | 501 | 4,982 39 | 30 13 | 381 | 3,878 04 | 562 56 | 15 98 | 52 91 | 1 73 | 416 25 | 12 00 | 45 00 |
| Beede Plain..... | 230 22 | 395 | 5,142 64 | 39 07 | 139 | 1,847 77 | 305 25 | 14 46 | ..... | 1 73 | 169 50 | ..... | 18 75 |
| Bellefleur..... | 278 78 | 51 | 720 93 | 1 21 | 8 | 185 00 | 34 70 | 1 90 | ..... | 0 71 | 117 00 | ..... | 11 25 |
| Bellefleur Station..... | 277 69 | 98 | 1,943 23 | 43 92 | 15 | 323 94 | 56 65 | 4 32 | ..... | 1 02 | 180 00 | ..... | 18 75 |
| Belœil Village..... | 304 59 | 342 | 6,159 93 | 30 98 | 146 | 4,171 51 | 68 65 | 19 08 | ..... | 1 26 | 126 00 | ..... | 11 25 |
| Bergeriville..... | 368 41 | 86 | 1,044 69 | 8 98 | 85 | 1,010 00 | 133 05 | 4 69 | ..... | 2 78 | 150 00 | 12 00 | 15 00 |
| Berthier (en Bas)..... | 179 83 | 80 | 1,739 81 | 8 03 | 96 | 2,177 66 | 189 03 | 5 06 | ..... | 1 52 | 70 50 | ..... | 7 50 |
| Berthier (en Haut)..... | 1,308 66 | 622 | 5,833 10 | 52 83 | 705 | 14,808 33 | 713 57 | 10 48 | 85 63 | 6 15 | 652 25 | 15 00 | 30 00 |
| Bie..... | 867 88 | 880 | 20,724 13 | 92 26 | 363 | 3,990 19 | 331 86 | 60 25 | ..... | 6 73 | 369 00 | 6 75 | ..... |
| Bionville..... | 313 91 | 127 | 1,245 80 | 7 85 | 78 | 1,948 17 | 13 20 | 3 41 | ..... | 0 11 | 115 50 | ..... | 11 25 |
| Birchton..... | 119 89 | 15 | 1,121 49 | 5 27 | 22 | 470 31 | 10 85 | 3 51 | ..... | 2 00 | 65 00 | 3 00 | 3 75 |
| Bishop's Crossing..... | 601 95 | 373 | 1,310 35 | 25 95 | 82 | 1,874 82 | 88 31 | 12 60 | ..... | 2 35 | 171 00 | 13 50 | 18 75 |
| Black Cape..... | 186 96 | 285 | 7,366 33 | 31 51 | 52 | 1,634 25 | 123 86 | 20 91 | 8 00 | 4 85 | 87 50 | 2 25 | 7 50 |
| Black Lake..... | 1,143 36 | 938 | 2,571 55 | 95 41 | 135 | 2,418 10 | 388 18 | 37 69 | ..... | 3 85 | 330 00 | 31 50 | 30 00 |
| Blue Bonnets..... | 938 98 | 317 | 3,701 52 | 32 33 | 36 | 826 71 | 21 50 | 10 50 | ..... | 0 73 | 185 00 | ..... | 18 75 |
| Bolton..... | 241 19 | 309 | 7,937 69 | 34 82 | 67 | 1,533 85 | 379 90 | 23 04 | ..... | 4 84 | 137 50 | 15 00 | 11 25 |
| Bolton Centre..... | 145 25 | 131 | 2,067 61 | 15 85 | 31 | 585 91 | 121 02 | 6 20 | ..... | 2 29 | 75 00 | 22 50 | 6 25 |
| Bonaventure River..... | 324 80 | 162 | 10,645 06 | 48 92 | 87 | 1,653 67 | 231 60 | 31 70 | ..... | 5 35 | 123 75 | 2 25 | 11 25 |
| Bonerville..... | 1,130 32 | 146 | 3,337 61 | 15 93 | 83 | 1,039 82 | 61 60 | 10 52 | ..... | 1 19 | 192 00 | ..... | 18 75 |
| Bonnette..... | 227 40 | 141 | 2,210 71 | 11 97 | 30 | 1,000 02 | 25 10 | 6 17 | ..... | 2 72 | 86 25 | ..... | 7 50 |
| Bristol..... | 166 98 | 229 | 6,017 50 | 25 20 | 76 | 1,191 87 | 209 18 | 16 58 | ..... | 2 75 | 67 50 | ..... | 3 75 |
| Brome..... | 337 28 | 218 | 3,850 38 | 19 71 | 163 | 739 20 | 181 01 | 10 12 | ..... | 3 77 | 127 50 | 2 25 | 11 25 |
| Bromptonville..... | 831 41 | 933 | 13,271 20 | 69 15 | 195 | 4,018 58 | 289 33 | 36 52 | ..... | 2 89 | 310 00 | 3 75 | 30 00 |
| Broughton Station..... | 228 91 | 97 | 2,152 15 | 9 12 | 81 | 1,829 31 | 151 32 | 6 69 | ..... | 1 11 | 105 00 | 2 25 | 11 25 |
| Broussard..... | 531 28 | 725 | 11,380 77 | 91 81 | 76 | 1,223 91 | 91 21 | 31 20 | 33 75 | 3 81 | 168 75 | 2 25 | 18 75 |
| Bryson..... | 648 47 | 511 | 7,812 73 | 40 70 | 236 | 3,131 79 | 497 06 | 22 51 | 10 10 | 1 67 | 208 30 | 2 25 | 30 00 |
| Buckingham..... | 3,347 11 | 2,069 | 25,823 00 | 12 05 | 809 | 19,250 91 | 1,251 31 | 73 69 | 79 17 | 4 63 | 654 75 | 73 50 | ..... |
| Calabou..... | 688 61 | 452 | 9,987 75 | 17 31 | 69 | 1,220 06 | 177 72 | 23 11 | 8 11 | 8 43 | 279 00 | 2 25 | 30 00 |
| Caracou..... | 684 92 | 415 | 7,186 06 | 37 53 | 165 | 4,013 15 | 337 15 | 25 11 | ..... | 5 06 | 337 50 | 2 25 | 26 25 |
| Calmece..... | 589 41 | 525 | 10,036 82 | 19 01 | 81 | 1,685 20 | 162 30 | 27 74 | 8 26 | 3 30 | 247 50 | ..... | 7 50 |
| Calmece Island..... | 297 97 | 80 | 2,606 60 | 10 47 | 29 | 621 80 | 75 99 | 7 20 | 7 21 | 0 84 | 86 25 | 6 00 | 7 50 |
| Cardiac..... | 1,010 27 | 176 | 3,201 12 | 19 62 | 101 | 1,911 02 | 961 35 | 10 35 | ..... | 6 54 | 330 00 | ..... | 30 00 |
| Cap d'Abou..... | 310 23 | 85 | 2,542 43 | 12 26 | 37 | 581 11 | 166 62 | 7 43 | 1 96 | 5 52 | 137 25 | ..... | 11 25 |
| Cap d'Or..... | 216 53 | 197 | 1,371 69 | 20 05 | 68 | 1,481 37 | 193 47 | 12 22 | ..... | 3 02 | 121 00 | 11 25 | 11 25 |
| Carleton..... | 359 83 | 699 | 11,316 53 | 69 50 | 166 | 3,059 57 | 81 28 | 33 98 | 12 81 | 3 27 | 150 00 | 27 00 | 15 00 |
| Caplin River..... | 238 12 | 310 | 8,114 95 | 31 79 | 52 | 831 96 | 35 66 | 23 51 | ..... | 2 92 | 109 50 | 9 00 | 11 25 |
| Cap Magdeleine..... | 221 30 | 132 | 1,863 75 | 10 31 | 167 | 3,291 39 | 1,165 15 | 3 63 | ..... | 3 66 | 101 25 | ..... | 11 25 |
| Cap Rongou..... | 376 01 | 347 | 6,619 56 | 42 91 | 40 | 849 93 | 79 45 | 19 22 | ..... | 4 45 | 69 00 | ..... | 7 50 |
| Cap Ste. Fignace..... | 438 94 | 291 | 6,763 81 | 29 40 | 270 | 1,768 36 | 619 57 | 19 70 | ..... | 7 14 | 165 00 | ..... | 17 50 |
| Cap Sante..... | 258 14 | 103 | 2,653 25 | 11 87 | 139 | 2,740 33 | 686 60 | 7 55 | ..... | 3 99 | 97 50 | ..... | 7 50 |
| Carleton..... | 223 36 | 244 | 7,912 26 | 36 37 | 117 | 2,379 21 | 246 91 | 22 62 | ..... | 3 22 | 90 00 | ..... | 7 50 |

a. Accounting from September 1, 1905.

b. Accounting from September 1, 1906.

c. Accounting from December 1, 1906.

d. Accounting from March 1, 1907.

e. Including commission on box rents.

APPENDIX C Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Quebec Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders Issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Compen- sation paid to Post- masters on M. O. business. | Compen- sation paid to Post- masters on P. N. business. | Salary. | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. | |
|------------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|------|---|---|---------|----------------------|---|----|
| | % | cts. | | % | cts. | | | % | cts. | | | | | | % |
| a/Carleton Centre..... | 96 | 30 | 41 | 1,075 | 77 | 4 | 40 | 501 | 20 | 3 | 01 | 30 | 00 | 3 | 75 |
| Cansapscal..... | 592 | 31 | 309 | 6,171 | 17 | 30 | 20 | 1,541 | 17 | 17 | 86 | 619 | 50 | 15 | 06 |
| Cedar Hill..... | 570 | 75 | 346 | 4,659 | 93 | 25 | 70 | 2,964 | 89 | 13 | 56 | 271 | 50 | 30 | 00 |
| Cedars..... | 291 | 60 | 581 | 11,659 | 28 | 87 | 75 | 1,668 | 05 | 50 | 31 | 1 | 41 | 2 | 25 |
| Chambly..... | 479 | 30 | 254 | 4,747 | 45 | 25 | 35 | 1,809 | 73 | 14 | 96 | 163 | 50 | 7 | 50 |
| Chambly Canton..... | 610 | 09 | 661 | 10,426 | 29 | 52 | 14 | 2,745 | 05 | 352 | 84 | 309 | 00 | 15 | 00 |
| Chamboard..... | 229 | 78 | 297 | 6,632 | 95 | 27 | 76 | 2,607 | 91 | 166 | 24 | 2 | 09 | 30 | 00 |
| Champlain..... | 340 | 86 | 586 | 16,586 | 12 | 68 | 10 | 5,420 | 54 | 49 | 36 | 147 | 50 | 15 | 00 |
| Chapcan..... | 367 | 09 | 461 | 7,801 | 58 | 39 | 71 | 2,563 | 66 | 171 | 66 | 145 | 50 | 6 | 75 |
| Charlebourg..... | 203 | 42 | 98 | 2,611 | 21 | 10 | 66 | 336 | 78 | 96 | 26 | 88 | 50 | 15 | 00 |
| Charlebourg..... | 100 | 08 | 19 | 232 | 01 | 1 | 24 | 2 | 75 | 0 | 61 | 8 | 33 | 7 | 50 |
| Charlebourg..... | 290 | 00 | 277 | 5,001 | 17 | 21 | 80 | 692 | 92 | 13 | 87 | 120 | 00 | 11 | 25 |
| Chartierville..... | 189 | 79 | 328 | 5,580 | 04 | 27 | 11 | 22 | 40 | 15 | 55 | 71 | 25 | 7 | 50 |
| Chateauguay..... | 163 | 11 | 132 | 2,842 | 75 | 13 | 56 | 521 | 89 | 24 | 00 | 80 | 00 | 7 | 50 |
| Chateauguay Basin..... | 239 | 90 | 42 | 747 | 81 | 4 | 69 | 621 | 28 | 2 | 00 | 90 | 00 | 11 | 25 |
| Chateauguay..... | 110 | 59 | 55 | 1,368 | 55 | 6 | 32 | 446 | 41 | 3 | 73 | 49 | 00 | 3 | 75 |
| Chateauc Richer..... | 274 | 02 | 233 | 6,651 | 41 | 29 | 27 | 1,501 | 25 | 287 | 37 | 105 | 00 | 10 | 00 |
| Chateauc..... | 204 | 45 | 21 | 464 | 47 | 2 | 19 | 52 | 85 | 58 | 48 | 75 | 00 | 7 | 50 |
| Chaudiere Curve..... | 125 | | 125 | 2,654 | 48 | 12 | 13 | 1,912 | 43 | 81 | 21 | 67 | 50 | 3 | 75 |
| Cherbes..... | 437 | 80 | 430 | 12,046 | 38 | 51 | 21 | 2,628 | 30 | 450 | 16 | 172 | 50 | 15 | 00 |
| Cherbourg..... | 3,100 | 79 | 701 | 15,079 | 31 | 80 | 54 | 24,594 | 36 | 4,355 | 77 | 958 | 50 | 120 | 00 |
| Chicoutimi..... | 369 | 97 | 226 | 4,475 | 72 | 32 | 76 | 1,390 | 90 | 31 | 20 | 123 | 00 | 11 | 25 |
| Chicoutimi Ouest..... | 414 | 88 | 195 | 3,881 | 09 | 19 | 26 | 1,066 | 45 | 67 | 84 | 192 | 00 | 18 | 75 |
| Clareville..... | 25 | 41 | 86 | 1,763 | 00 | 11 | 85 | 106 | 47 | 11 | 50 | 59 | 00 | 3 | 75 |
| Clareville..... | 3,761 | 50 | 1,414 | 16,965 | 20 | 101 | 85 | 15,564 | 20 | 2,062 | 90 | 33 | 00 | 75 | 00 |
| Cocaticook..... | 187 | 04 | 46 | 330 | 11 | 2 | 35 | 24 | 98 | 29 | 55 | 69 | 00 | 7 | 50 |
| Cocato..... | 476 | 38 | 636 | 9,041 | 11 | 52 | 83 | 1,959 | 62 | 447 | 62 | 309 | 00 | 30 | 00 |
| Cocato..... | 229 | 25 | 206 | 5,709 | 37 | 27 | 03 | 1,954 | 21 | 41 | 40 | 93 | 75 | 7 | 50 |
| Cookshire..... | 2,128 | 44 | 1,020 | 12,922 | 33 | 73 | 70 | 8,411 | 31 | 1,136 | 68 | 598 | 50 | 75 | 00 |
| Cocou du Lac..... | 187 | 45 | 171 | 2,846 | 43 | 14 | 46 | 1,051 | 10 | 168 | 45 | 75 | 00 | 7 | 50 |
| Cocou Landing..... | 285 | 57 | 390 | 6,841 | 33 | 31 | 07 | 3,462 | 02 | 319 | 12 | 124 | 00 | 11 | 25 |
| Cocou Station..... | 346 | 28 | 1 | 5 | 00 | 0 | 03 | 25 | 00 | 12 | 90 | 117 | 00 | 11 | 25 |
| Cote des Neiges..... | 296 | 50 | 42 | 503 | 79 | 2 | 81 | 128 | 16 | 74 | 95 | 123 | 75 | 11 | 25 |

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| | | | | | | | | | | | | |
|------------------------|----------|-------|-----------|--------|-------|-----------|----------|-------|--------|-------|--------|-------|
| Conzeilles | 378 67 | 101 | 2,974 74 | 13 14 | 18 | 465 26 | 129 68 | 8 33 | 133 00 | 3 59 | 133 00 | 13 75 |
| Cowansville | 1,800 75 | 130 | 2,068 55 | 12 87 | 551 | 12,442 32 | 1,062 02 | 13 65 | 598 15 | 12 68 | 598 15 | 75 00 |
| Dalhousie Station | 269 73 | 9 | 170 41 | 0 81 | 1 | 10 00 | 9 02 | 0 47 | 108 00 | 0 75 | 108 00 | 11 25 |
| Danville | 1,558 | 1,558 | 15,185 04 | 99 88 | 806 | 4,078 35 | 1,308 92 | 53 90 | 652 50 | 9 74 | 652 50 | 90 00 |
| Daytonville | 191 55 | 621 | 10,603 61 | 51 87 | 200 | 4,078 35 | 201 20 | 33 55 | 100 00 | 0 77 | 100 00 | 10 00 |
| Delisle | 249 42 | 145 | 5,734 26 | 21 68 | 28 | 345 60 | 110 41 | 16 41 | 87 00 | 7 38 | 87 00 | 7 50 |
| De Lorimier | 2,521 94 | 624 | 6,087 91 | 46 47 | 50 | 1,461 34 | 64 30 | 16 83 | 540 00 | 0 44 | 540 00 | 75 00 |
| Dochambault | 665 45 | 432 | 9,125 46 | 42 56 | 138 | 1,331 37 | 377 40 | 30 31 | 243 75 | 6 75 | 243 75 | 22 50 |
| Dosehaillons | 353 98 | 508 | 10,317 25 | 47 05 | 178 | 6,843 66 | 331 92 | 31 42 | 157 50 | 4 04 | 157 50 | 15 00 |
| D'Israeli | 815 12 | 171 | 5,962 41 | 23 77 | 250 | 5,013 40 | 519 92 | 22 56 | 322 50 | 16 68 | 322 50 | 30 00 |
| D'Israeli | 222 32 | 187 | 2,886 81 | 15 37 | 91 | 929 06 | 157 19 | 9 31 | 91 50 | 2 70 | 91 50 | 7 50 |
| Doxville | 130 39 | 28 | 1,988 17 | 3 88 | 18 | 506 65 | 62 85 | 3 30 | 91 00 | 4 09 | 91 00 | 7 50 |
| Douglasstown | 1,508 02 | 1,236 | 11,123 97 | 81 48 | 683 | 10,645 38 | 1,752 98 | 47 27 | 472 50 | 7 41 | 472 50 | 42 00 |
| Drummondville East | 178 66 | 40 | 666 72 | 3 00 | 15 | 375 76 | 107 10 | 1 71 | 116 00 | 0 56 | 116 00 | 10 00 |
| Dunham | 641 51 | 489 | 4,981 25 | 31 61 | 29 | 1,425 22 | 239 12 | 19 97 | 280 50 | 3 22 | 280 50 | 30 00 |
| Dunham | 712 40 | 673 | 11,796 77 | 29 20 | 322 | 1,396 51 | 351 81 | 36 70 | 340 00 | 6 90 | 340 00 | 30 00 |
| East Broughton | 199 10 | 231 | 6,783 64 | 28 41 | 51 | 1,482 08 | 134 13 | 19 02 | 81 00 | 1 08 | 81 00 | 7 50 |
| East Broughton Station | 265 77 | 53 | 1,196 20 | 5 29 | 11 | 32 61 | 32 61 | 3 29 | 80 25 | 0 55 | 80 25 | 7 50 |
| East Farmham | 177 97 | 86 | 787 97 | 5 05 | 25 | 331 06 | 55 10 | 2 37 | 82 00 | 1 91 | 82 00 | 7 50 |
| Eastman | 510 74 | 371 | 5,568 11 | 29 29 | 121 | 1,806 48 | 198 61 | 16 85 | 216 00 | 3 31 | 216 00 | 3 75 |
| East Templeton | 223 21 | 76 | 2,219 91 | 9 42 | 58 | 1,336 89 | 78 50 | 6 30 | 95 00 | 2 64 | 95 00 | 22 50 |
| Etang du Nord | 68 20 | 213 | 8,230 40 | 31 05 | 13 | 140 90 | 21 45 | 23 13 | 22 50 | 0 21 | 22 50 | 7 50 |
| Farmham | 2,867 97 | 1,836 | 20,055 61 | 121 37 | 1,126 | 17,864 97 | 805 86 | 77 31 | 683 75 | 41 48 | 683 75 | 6 00 |
| Farmham | 163 69 | 83 | 1,510 26 | 9 22 | 11 | 263 17 | 48 11 | 4 32 | 80 00 | 1 37 | 80 00 | 7 50 |
| Father Point | 222 55 | 115 | 2,513 25 | 13 72 | 41 | 689 16 | 177 55 | 7 16 | 137 50 | 1 05 | 137 50 | 11 25 |
| Fillon Bay | 279 08 | 306 | 2,875 33 | 20 98 | 76 | 1,157 19 | 107 55 | 9 53 | 112 50 | 1 61 | 112 50 | 11 25 |
| Port Cardouge | 856 36 | 206 | 1,392 80 | 21 21 | 139 | 3,121 30 | 238 91 | 12 09 | 330 00 | 5 25 | 330 00 | 30 00 |
| Postoy | 239 59 | 248 | 2,623 01 | 15 74 | 11 | 374 61 | 73 02 | 7 52 | 90 00 | 1 31 | 90 00 | 7 50 |
| Fox River | 169 05 | 162 | 1,186 12 | 18 90 | 21 | 117 69 | 11 21 | 11 66 | 81 50 | 2 52 | 81 50 | 7 50 |
| Frankton | 248 16 | 173 | 4,877 11 | 29 79 | 60 | 1,416 19 | 186 34 | 13 22 | 163 50 | 4 81 | 163 50 | 4 25 |
| Frankton Centre | 196 68 | 200 | 5,183 91 | 21 10 | 85 | 3,122 25 | 123 51 | 18 72 | 50 00 | 1 11 | 50 00 | 7 50 |
| Fredericshing | 636 11 | 408 | 1,110 17 | 29 54 | 116 | 1,869 30 | 108 66 | 14 58 | 278 25 | 1 31 | 278 25 | 26 25 |
| Fredericshing | 247 71 | 44 | 1,066 31 | 4 74 | 7 | 131 12 | 21 70 | 2 96 | 116 00 | 1 62 | 116 00 | 11 25 |
| Gamelin | 158 53 | 30 | 346 95 | 2 18 | 15 | 511 00 | 17 40 | 1 00 | 10 11 | 1 16 | 10 11 | 3 75 |
| La Garconne | 131 11 | 71 | 982 97 | 5 19 | 2 | 65 00 | 52 19 | 2 78 | 48 00 | 1 16 | 48 00 | 3 75 |
| Garby Station | 136 19 | 65 | 2,117 19 | 8 75 | 11 | 1,533 27 | 100 77 | 8 03 | 210 00 | 7 23 | 210 00 | 21 25 |
| Gaspé | 1,065 16 | 373 | 9,886 63 | 18 60 | 220 | 5,131 33 | 418 11 | 30 27 | 123 67 | 16 74 | 123 67 | 45 00 |
| Gentilly | 483 35 | 136 | 13,921 50 | 55 19 | 188 | 4,992 15 | 139 12 | 41 54 | 210 00 | 1 27 | 210 00 | 22 50 |
| Georgesville | 179 42 | 233 | 3,187 77 | 19 22 | 130 | 1,803 29 | 130 98 | 10 60 | 210 00 | 2 09 | 210 00 | 18 75 |
| Greenfield | 309 61 | 737 | 12,725 97 | 62 35 | 71 | 1,367 51 | 313 13 | 35 53 | 176 25 | 1 27 | 176 25 | 18 75 |
| Greenfield | 1,286 61 | 1,332 | 23,122 36 | 131 05 | 1,500 | 21,339 85 | 2,135 67 | 88 11 | 268 25 | 16 58 | 268 25 | 7 50 |
| Grand Caspeoquia | 263 89 | 197 | 1,852 61 | 21 70 | 10 | 713 31 | 144 27 | 13 82 | 93 75 | 3 23 | 93 75 | 7 50 |
| Grande Baie | 196 91 | 509 | 16,742 11 | 67 58 | 50 | 2,670 47 | 79 51 | 19 80 | 105 00 | 10 39 | 105 00 | 6 75 |
| Grande Baie | 176 30 | 141 | 1,332 82 | 7 88 | 13 | 112 99 | 25 69 | 3 76 | 86 25 | 1 36 | 86 25 | 7 50 |
| Grande Grève | 205 01 | 189 | 1,503 81 | 9 76 | 102 | 1,201 09 | 377 51 | 1 16 | 112 50 | 1 76 | 112 50 | 11 25 |
| Grandes Piles | 352 98 | 577 | 11,391 09 | 56 62 | 42 | 1,291 08 | 68 10 | 32 38 | 136 50 | 1 70 | 136 50 | 45 00 |
| Grand Mere | 1,306 51 | 97 | 965 83 | 11 30 | 171 | 7,258 69 | 385 17 | 1 95 | 466 50 | 1 38 | 466 50 | 60 00 |

a Including commission on box rents. b Including \$31 arrears. c Including \$5 arrears, night duty. d Accounting from October 1, 1906. e Accounting from January 1, 1907. f Accounting from March 1, 1907. g Accounting from October 1, 1906. h Accounting from December 1, 1906. i Accounting from October 1, 1906.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on S. E. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | | Forward Allowance. | | Allowance towards Fuel and Light. | |
|----------------------|-----------------------|------|--------------------------------|------|--------------------------------------|------|--|--------|------------------------------|-------|------------------------------------|------|------------------------------------|------|---|-------|---|------|---------|------|--------------------|------|-----------------------------------|------|
| | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. |
| Grand Mare Village. | 1,301 | 03 | 28,921 | 73 | 139 | 47 | 212 | 4,217 | 33 | 765 | 67 | 80 | 21 | 10 | 71 | 408 | 75 | 45 | 00 | | | | | |
| Grand Médus. | 221 | 74 | 1,809 | 26 | 10 | 72 | 35 | 583 | 62 | 396 | 33 | 51 | 15 | 1 | 61 | 75 | 00 | 7 | 50 | | | | | |
| Grand River. | 350 | 33 | 17,973 | 95 | 75 | 46 | 153 | 3,113 | 55 | 299 | 75 | 54 | 77 | 1 | 76 | 169 | 50 | 15 | 00 | | | | | |
| Greenville. | 623 | 75 | 19,032 | 30 | 96 | 21 | 173 | 3,508 | 13 | 240 | 00 | 55 | 41 | 13 | 82 | 300 | 00 | 30 | 00 | | | | | |
| Grindstone Island. | 132 | 28 | 10,474 | 01 | 41 | 76 | 46 | 1,569 | 50 | 24 | 51 | 29 | 75 | 2 | 02 | 81 | 00 | 7 | 50 | | | | | |
| Grondines. | 223 | 14 | 3,014 | 79 | 17 | 73 | 61 | 1,617 | 25 | 227 | 82 | 8 | 80 | | 39 | 93 | 75 | 1 | 50 | | | | | |
| Guay. | 541 | 43 | 1,319 | 72 | 12 | 63 | 13 | 407 | 84 | 169 | 35 | 3 | 68 | 1 | 10 | 238 | 50 | 26 | 25 | | | | | |
| Guignes. | 169 | 68 | 6,041 | 66 | 26 | 81 | 58 | 1,369 | 52 | 168 | 87 | 16 | 61 | 11 | 85 | 161 | 25 | 3 | 75 | | | | | |
| Hardy. | 371 | 33 | 3,960 | 50 | 23 | 24 | 75 | 1,052 | 85 | 171 | 10 | 11 | 85 | 0 | 58 | 161 | 25 | 15 | 00 | | | | | |
| Hobertville. | 381 | 55 | 7,521 | 91 | 32 | 64 | 151 | 4,703 | 11 | 456 | 00 | 21 | 28 | 6 | 08 | 174 | 50 | 15 | 00 | | | | | |
| Hobertville Station. | 586 | 67 | 2,730 | 02 | 12 | 08 | 54 | 1,410 | 30 | 325 | 25 | 7 | 51 | 4 | 87 | 292 | 50 | 22 | 50 | | | | | |
| Hemmingford. | 740 | 42 | 3,583 | 04 | 14 | 07 | 139 | 2,444 | 26 | 139 | 00 | 13 | 21 | 59 | 68 | 300 | 00 | 33 | 00 | | | | | |
| Henryville. | 381 | 51 | 2,974 | 96 | 11 | 60 | 102 | 3,329 | 52 | 64 | 83 | 15 | 46 | 49 | 49 | 124 | 50 | 11 | 25 | | | | | |
| House Harbour. | 55 | 01 | 13,356 | 96 | 51 | 35 | 133 | 346 | 31 | 295 | 00 | 36 | 76 | 0 | 10 | 36 | 00 | 1 | 95 | | | | | |
| Howick. | 520 | 78 | 3,358 | 44 | 20 | 09 | 148 | 1,304 | 09 | 300 | 40 | 11 | 10 | 26 | 73 | 213 | 75 | 22 | 50 | | | | | |
| Howick Station. | 265 | 95 | 800 | 19 | 5 | 05 | 3 | 11 | 15 | 5 | 00 | 2 | 23 | | 00 | 109 | 50 | 11 | 25 | | | | | |
| Huberdeau. | 269 | 52 | 8,324 | 56 | 41 | 49 | 90 | 1,288 | 00 | 461 | 78 | 21 | 87 | 1 | 97 | 143 | 50 | 11 | 25 | | | | | |
| Hudson. | 165 | 40 | 117 | 03 | 0 | 75 | 33 | 618 | 35 | 57 | 60 | 0 | 47 | 0 | 12 | 48 | 66 | 00 | 3 | 75 | | | | |
| Hudson Heights. | 300 | 60 | 1,954 | 75 | 11 | 20 | 8 | 380 | 15 | 136 | 80 | 0 | 98 | 132 | 25 | 132 | 25 | 13 | 75 | | | | | |
| Hull. | 6,009 | 19 | 25,670 | 24 | 14 | 91 | 2,473 | 29,547 | 48 | 4,013 | 36 | 79 | 27 | 159 | 86 | 11 | 1,534 | 75 | 5 | 25 | | | | |
| Huntington. | 1,974 | 22 | 14,296 | 41 | 80 | 43 | 548 | 8,473 | 31 | 956 | 50 | 49 | 90 | 83 | 71 | 7 | 92 | 627 | 00 | 75 | 00 | | | |
| Iberville. | 1,056 | 15 | 1,739 | 65 | 27 | 34 | 480 | 10,318 | 84 | 342 | 71 | 22 | 38 | | 00 | 378 | 00 | 40 | 00 | | | | | |
| Indian Lorette. | 306 | 77 | 2,978 | 16 | 12 | 27 | 73 | 982 | 75 | 198 | 00 | 6 | 54 | 1 | 28 | 111 | 00 | 27 | 00 | | | | | |
| Inverness. | 510 | 50 | 14,555 | 70 | 60 | 80 | 232 | 5,246 | 45 | 459 | 22 | 11 | 12 | 32 | 51 | 9 | 88 | 228 | 75 | 33 | 00 | | | |
| Isle aux Grues. | 100 | 21 | 951 | 38 | 3 | 23 | 4 | 308 | 15 | 25 | 15 | 2 | 62 | | 00 | 4 | 43 | 33 | 00 | | | | | |
| Isle Verte. | 591 | 75 | 12,442 | 20 | 57 | 63 | 160 | 4,475 | 74 | 341 | 47 | 12 | 16 | 12 | 67 | 289 | 50 | 30 | 00 | | | | | |
| Johnville. | 128 | 54 | 1,000 | | 0 | 63 | 1 | 3 | 10 | 56 | 69 | | | | 00 | 60 | 00 | 3 | 75 | | | | | |
| Joliette. | 3,745 | 64 | 19,821 | 73 | 103 | 41 | 3,393 | 48,519 | 76 | 3,600 | 81 | 71 | 06 | 19 | 06 | 1,085 | 25 | 52 | 50 | | | | | |
| Jouques. | 551 | 64 | 15,587 | 31 | 69 | 37 | 57 | 1,707 | 72 | 84 | 50 | 42 | 87 | 5 | 57 | 215 | 25 | 3 | 75 | | | | | |
| Kamouraska. | 521 | 17 | 7,564 | 53 | 35 | 32 | 165 | 3,447 | 14 | 616 | 35 | 23 | 25 | 252 | 50 | 0 | 49 | 250 | 00 | | | | | |
| Kazabazan. | 372 | 01 | 4,641 | 90 | 22 | 38 | 69 | 1,137 | 47 | 168 | 82 | 12 | 94 | 1 | 63 | 168 | 00 | 18 | 00 | | | | | |
| Kildare. | 163 | 72 | 1,106 | 98 | 5 | 43 | 25 | 333 | 15 | 110 | 63 | 3 | 13 | 3 | 13 | 69 | 00 | 18 | 00 | | | | | |
| Kingsbury. | 258 | 70 | 1,739 | 19 | 10 | 88 | 111 | 879 | 15 | 63 | 15 | 5 | 94 | | 00 | 134 | 25 | 10 | 50 | | | | | |

SESSIONAL PAPER No. 24

| | | | | | | | | | | | |
|--------------------------|-----------|--------|-------|-----------|----------|-------|--------|-------|--------|--------|--------|
| Kingsley Falls..... | 4,377 58 | 25 99 | 94 | 1,426 60 | 169 09 | 13 52 | 4 11 | 2 36 | 162 50 | 3 75 | 15 00 |
| Kinnear's Mills..... | 3,100 88 | 11 48 | 4 | 799 82 | 74 96 | 9 28 | 7 66 | 1 75 | 70 00 | 2 25 | 6 25 |
| Kippawa..... | 469 65 | 2 28 | 16 | 165 20 | ..... | 1 73 | ..... | 0 19 | 98 50 | ..... | 8 75 |
| Knowlton..... | 4,453 73 | 25 12 | 408 | 5,007 13 | 654 06 | 16 63 | 13 26 | 11 75 | 487 50 | 18 00 | 60 00 |
| La Baie..... | 1,965 07 | 36 97 | 99 | 2,519 59 | 155 65 | 6 52 | ..... | 0 69 | 189 00 | 127 50 | 18 75 |
| La Baie Shawanigan..... | 7,378 35 | 36 97 | 16 | 337 38 | 43 80 | 29 28 | ..... | 3 14 | 72 00 | ..... | 7 50 |
| Labelle..... | 25,965 42 | 21 08 | 177 | 2,770 66 | 216 06 | 71 87 | ..... | 6 28 | 315 00 | 7 50 | 30 00 |
| Laclaire..... | 6,831 36 | 28 38 | 30 | 6,921 61 | 90 00 | 18 99 | ..... | 1 56 | 83 00 | 16 50 | 7 50 |
| Laclaire, La Tortue..... | 1,924 38 | 28 50 | 52 | 1,146 52 | 150 14 | 13 71 | ..... | 5 97 | 172 50 | ..... | 18 75 |
| Laclaire, La Tortue..... | 3,166 79 | 13 81 | 16 | 1,021 77 | 80 72 | 8 70 | ..... | 3 60 | 51 00 | ..... | 3 75 |
| Laclaire, La Tortue..... | 1,570 61 | 21 86 | 15 | 327 65 | 88 25 | 12 57 | ..... | 1 60 | 66 50 | ..... | 6 25 |
| Laclaire, La Tortue..... | 11,319 42 | 99 42 | 471 | 6,175 63 | 620 43 | 36 31 | 91 78 | 3 79 | 656 50 | ..... | 75 00 |
| Laclaire, La Tortue..... | 23,489 52 | 29 57 | 218 | 3,177 19 | 335 99 | 68 93 | 33 19 | 6 35 | 516 00 | ..... | 50 00 |
| Laclaire, La Tortue..... | 16,295 73 | 93 73 | 929 | 19,561 28 | 1,239 92 | 53 85 | 199 02 | 8 57 | 615 00 | 70 50 | 50 00 |
| Laclaire, La Tortue..... | 3,984 32 | 26 52 | 76 | 817 72 | 145 80 | 11 63 | ..... | 3 21 | 270 00 | ..... | 30 00 |
| Laclaire, La Tortue..... | 7,197 59 | 33 10 | 31 | 103 11 | 132 66 | 19 90 | ..... | 2 11 | 85 00 | 5 25 | 7 50 |
| Laclaire, La Tortue..... | 9,122 11 | 48 40 | 168 | 2,213 99 | 151 39 | 25 55 | 36 22 | 0 60 | 337 50 | 15 00 | 57 50 |
| Laclaire, La Tortue..... | 7,036 09 | 29 25 | 29 | 500 01 | 87 63 | 19 19 | ..... | 1 79 | 30 00 | ..... | 7 50 |
| Laclaire, La Tortue..... | 5,826 30 | 28 11 | 18 | 336 19 | 89 25 | 16 03 | ..... | 0 43 | 85 00 | 2 25 | 7 50 |
| Laclaire, La Tortue..... | 1,316 59 | 6 53 | 5 | 136 88 | 67 60 | 3 62 | ..... | 4 58 | 75 00 | 21 00 | 6 25 |
| Laclaire, La Tortue..... | 8,237 13 | 11 12 | 506 | 8,615 16 | 1,326 91 | 28 05 | ..... | 15 58 | 561 00 | ..... | 75 00 |
| Laclaire, La Tortue..... | 3,768 99 | 25 55 | 35 | 1,362 41 | 163 70 | 16 69 | ..... | 1 61 | 79 00 | 3 75 | 7 50 |
| Laclaire, La Tortue..... | 10,137 62 | 41 69 | 89 | 2,128 24 | 616 12 | 25 29 | ..... | 5 96 | 200 00 | ..... | 22 50 |
| Laclaire, La Tortue..... | 21,389 65 | 107 46 | 296 | 7,158 17 | 336 93 | 59 17 | ..... | 3 40 | 286 25 | 13 50 | 28 75 |
| Laclaire, La Tortue..... | 8,266 66 | 37 13 | 107 | 2,179 41 | 150 85 | 21 59 | ..... | 0 45 | 91 50 | ..... | 7 50 |
| Laclaire, La Tortue..... | 18,396 11 | 83 53 | 143 | 2,268 20 | 168 78 | 53 21 | ..... | 6 95 | 180 00 | 31 50 | 15 00 |
| Laclaire, La Tortue..... | 10,230 99 | 67 51 | 279 | 6,193 60 | 313 30 | 39 97 | 79 25 | 1 91 | 297 75 | ..... | ..... |
| Laclaire, La Tortue..... | 10,152 66 | 57 40 | 364 | 7,165 29 | 463 76 | 32 69 | ..... | 0 57 | 337 75 | 1 50 | ..... |
| Laclaire, La Tortue..... | 2,175 88 | 17 65 | 136 | 1,738 01 | 325 88 | 7 92 | 2 75 | 2 81 | 85 00 | ..... | 7 50 |
| Laclaire, La Tortue..... | 21,225 20 | 91 95 | 10 | 271 77 | 5 90 | 28 50 | ..... | 0 59 | 181 50 | ..... | 18 75 |
| Laclaire, La Tortue..... | 8,291 01 | 40 35 | 119 | 3,378 47 | 122 31 | 23 93 | 1 29 | 1 63 | 378 00 | ..... | 15 00 |
| Laclaire, La Tortue..... | 1,597 99 | 7 35 | 73 | 1,715 95 | 335 66 | 5 71 | ..... | 6 49 | 181 25 | ..... | 18 75 |
| Laclaire, La Tortue..... | 3,972 69 | 27 53 | 236 | 3,297 50 | 291 09 | 21 83 | ..... | 3 70 | 217 50 | 2 75 | 26 25 |
| Laclaire, La Tortue..... | 3,181 13 | 11 18 | 33 | 392 17 | 56 97 | 8 75 | ..... | 1 71 | 75 50 | ..... | 6 25 |
| Laclaire, La Tortue..... | 21,761 25 | 89 01 | 97 | 1,983 16 | 172 84 | 61 18 | ..... | 2 13 | 155 00 | ..... | 11 25 |
| Laclaire, La Tortue..... | 2,111 62 | 10 41 | 79 | 1,791 69 | 132 22 | 5 89 | ..... | 3 01 | 138 75 | 6 00 | 15 00 |
| Laclaire, La Tortue..... | 15,521 41 | 62 52 | 163 | 3,070 82 | 209 66 | 45 96 | 53 61 | 7 33 | 12 50 | 13 50 | 15 00 |
| Laclaire, La Tortue..... | 11,016 15 | 85 25 | 323 | 7,739 30 | 1,068 19 | 38 40 | ..... | 9 76 | 619 50 | 22 50 | 22 50 |
| Laclaire, La Tortue..... | 4,255 78 | 23 62 | 163 | 2,791 66 | 188 11 | 12 10 | 7 26 | 2 68 | 292 50 | ..... | 22 50 |
| Laclaire, La Tortue..... | 8,898 82 | 40 69 | 290 | 6,989 01 | 132 11 | 33 91 | ..... | 1 98 | 176 25 | 30 00 | 15 00 |
| Laclaire, La Tortue..... | 1,770 16 | 9 39 | 50 | 2,311 38 | 76 97 | 1 96 | ..... | 1 21 | 43 50 | ..... | 3 75 |
| Laclaire, La Tortue..... | 3,757 11 | 15 85 | 11 | 661 65 | 65 27 | 10 13 | ..... | 3 59 | 112 00 | ..... | 10 00 |
| Laclaire, La Tortue..... | 20,161 16 | 112 68 | 2,122 | 38,123 31 | 3,982 20 | 62 98 | 9 39 | 6 99 | 891 00 | 372 00 | 105 00 |
| Laclaire, La Tortue..... | 1,063 56 | 6 08 | 10 | 229 61 | 27 15 | 5 51 | ..... | 1 39 | 67 00 | ..... | 6 25 |
| Laclaire, La Tortue..... | 2,326 93 | 19 38 | 34 | 57 22 | 200 11 | 6 81 | ..... | 1 11 | 161 25 | ..... | 16 25 |
| Laclaire, La Tortue..... | 2,979 77 | 16 15 | 31 | 1,687 55 | 163 11 | 8 21 | ..... | 1 51 | 117 00 | 12 00 | 11 25 |
| Laclaire, La Tortue..... | 13,143 10 | 67 70 | 405 | 7,984 16 | 811 81 | 12 39 | ..... | 3 26 | 216 00 | ..... | 26 25 |
| Laclaire, La Tortue..... | 17,142 20 | 78 27 | 56 | 1,552 81 | 132 45 | 18 65 | ..... | 7 87 | 117 00 | ..... | 15 00 |

a. Accounting from February 1, 1907. b. Accounting from March 1, 1907. c. Including \$30 arrears. d. Including \$6 arrears. e. Including \$16 arrears. f. Including \$11 arrears. g. Including \$26 arrears. h. Including \$17 arrears.

APPENDIX C Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Quebec Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. | | | | |
|---------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|-------|------------------------------------|---|------|---|------|---------|--------------------|---|----|------|----|------|
| | £ | cts. | | £ | cts. | | | £ | cts. | | £ | cts. | £ | cts. | | | | £ | cts. | £ | cts. |
| Little-Medus | 517 | 151 | 360 | 5,266 | 11 | 29 | 77 | 181 | 5,788 | 90 | 307 | 99 | 15 | 25 | 3 | 31 | 282 | 25 | 21 | 25 | |
| Long Point | 1,032 | 20 | 265 | 1,428 | 48 | 16 | 90 | 81 | 1,428 | 48 | 151 | 90 | 6 | 71 | 0 | 79 | 438 | 00 | 60 | 00 | |
| Leongueil | 1,009 | 01 | 570 | 5,923 | 28 | 40 | 81 | 338 | 4,917 | 73 | 508 | 19 | 19 | 50 | 2 | 97 | 371 | 25 | 11 | 25 | |
| Lorette | 225 | 73 | 225 | 5,112 | 97 | 23 | 16 | 75 | 1,331 | 11 | 270 | 36 | 11 | 32 | 2 | 48 | 112 | 50 | 11 | 25 | |
| Lozno | 116 | 93 | 10 | 253 | 90 | 1 | 10 | 23 | 316 | 01 | 32 | 80 | 1 | 97 | 2 | 35 | 73 | 50 | 6 | 25 | |
| Ludmire | 374 | 59 | 275 | 6,681 | 27 | 29 | 46 | 190 | 4,229 | 39 | 302 | 29 | 22 | 45 | 5 | 63 | 169 | 50 | 15 | 00 | |
| Ludmire | 1,149 | 57 | 404 | 7,534 | 99 | 36 | 34 | 402 | 7,847 | 39 | 562 | 07 | 21 | 80 | 4 | 98 | 418 | 50 | 60 | 00 | |
| Low | 164 | 89 | 64 | 1,351 | 35 | 6 | 57 | 30 | 585 | 42 | 61 | 94 | 3 | 81 | 1 | 50 | 76 | 50 | 7 | 50 | |
| Lyster Station | 403 | 49 | 300 | 8,129 | 82 | 35 | 30 | 105 | 1,613 | 71 | 283 | 50 | 25 | 27 | 7 | 38 | 157 | 50 | 90 | 00 | |
| Magog | 2,431 | 91 | 1,133 | 20,639 | 65 | 106 | 80 | 689 | 8,508 | 83 | 956 | 19 | 69 | 79 | 13 | 25 | 712 | 50 | 90 | 00 | |
| Maisonneuve | 3,585 | 11 | 949 | 10,431 | 16 | 79 | 88 | 302 | 4,621 | 71 | 368 | 65 | 32 | 95 | 8 | 76 | 292 | 50 | 45 | 00 | |
| Mamivaki | 787 | 02 | 397 | 5,653 | 95 | 30 | 10 | 83 | 6,641 | 08 | 317 | 16 | 16 | 36 | 3 | 93 | 337 | 50 | 30 | 00 | |
| Manson | 796 | 32 | 288 | 3,715 | 28 | 29 | 91 | 24 | 715 | 53 | 112 | 55 | 10 | 22 | 1 | 45 | 133 | 50 | 15 | 00 | |
| Mansonville | 207 | 00 | 410 | 5,557 | 15 | 29 | 83 | 94 | 1,105 | 60 | 172 | 08 | 16 | 49 | 6 | 99 | 253 | 50 | 26 | 25 | |
| Mansonville Station | 203 | 35 | 20 | 387 | 97 | 2 | 39 | 1 | 1 | 47 | 40 | 75 | 1 | 06 | 82 | 50 | 8 | 25 | 7 | 50 | |
| Maple Grove | 138 | 62 | 123 | 2,244 | 31 | 10 | 21 | 8 | 138 | 46 | 15 | 10 | 6 | 30 | 1 | 41 | 63 | 00 | 3 | 75 | |
| Marbleton | 360 | 06 | 183 | 2,885 | 08 | 15 | 46 | 85 | 1,545 | 82 | 125 | 75 | 9 | 37 | 3 | 60 | 17 | 00 | 15 | 00 | |
| Maric | 316 | 70 | 251 | 1,992 | 22 | 23 | 25 | 106 | 1,519 | 21 | 291 | 14 | 15 | 76 | 2 | 71 | 141 | 00 | 2 | 25 | |
| Maricville | 1,020 | 87 | 1,043 | 24,337 | 01 | 109 | 60 | 184 | 7,352 | 98 | 476 | 90 | 76 | 23 | 107 | 48 | 360 | 00 | 45 | 00 | |
| Mariville | 169 | 31 | 275 | 3,667 | 05 | 19 | 74 | 53 | 724 | 94 | 66 | 15 | 10 | 81 | 1 | 16 | 71 | 25 | 7 | 50 | |
| Mascouche | 281 | 63 | 147 | 2,309 | 75 | 12 | 78 | 54 | 1,272 | 06 | 96 | 35 | 8 | 49 | 1 | 03 | 117 | 00 | 3 | 75 | |
| Mascouche | 211 | 79 | 280 | 3,873 | 18 | 21 | 50 | 51 | 534 | 96 | 87 | 07 | 14 | 28 | 2 | 57 | 90 | 00 | 11 | 25 | |
| Masseyville | 416 | 73 | 170 | 4,429 | 32 | 18 | 71 | 115 | 2,414 | 39 | 355 | 10 | 12 | 65 | 6 | 186 | 50 | 18 | 75 | 7 | 50 |
| Matane | 825 | 99 | 491 | 17,552 | 96 | 69 | 14 | 219 | 5,065 | 46 | 637 | 19 | 55 | 97 | 16 | 97 | 351 | 00 | 30 | 00 | |
| Matapedia | 400 | 88 | 871 | 10,273 | 67 | 60 | 87 | 69 | 1,280 | 14 | 325 | 65 | 30 | 75 | 1 | 87 | 263 | 50 | 28 | 50 | |
| Melbourne | 398 | 03 | 513 | 4,774 | 60 | 30 | 38 | 134 | 2,247 | 78 | 127 | 66 | 15 | 63 | 1 | 19 | 192 | 00 | 108 | 00 | |
| Metabetchouan | 777 | 66 | 847 | 24,679 | 51 | 99 | 14 | 141 | 7,376 | 11 | 283 | 28 | 69 | 81 | 5 | 62 | 303 | 75 | 30 | 00 | |
| Meduse Mills | 105 | 40 | 71 | 1,532 | 48 | 7 | 00 | 20 | 270 | 72 | 18 | 49 | 4 | 36 | 1 | 68 | 53 | 00 | 3 | 75 | |
| Milan | 174 | 83 | 47 | 176 | 26 | 1 | 08 | 20 | 200 | 61 | 17 | 30 | 0 | 91 | 0 | 65 | 73 | 50 | 18 | 00 | |
| Mill End | 3,140 | 61 | 1,195 | 14,789 | 00 | 110 | 50 | 177 | 2,457 | 18 | 692 | 18 | 41 | 45 | 5 | 06 | 307 | 59 | 3 | 75 | |
| Mille Isles | 52 | 18 | 84 | 1,613 | 16 | 7 | 81 | 13 | 254 | 94 | 39 | 50 | 4 | 36 | 0 | 37 | 25 | 00 | 2 | 50 | |
| Mistassin | 104 | 78 | 90 | 2,954 | 70 | 12 | 74 | 43 | 1,696 | 86 | 114 | 69 | 11 | 63 | 1 | 66 | 39 | 00 | 3 | 75 | |
| Montauban | 287 | 10 | 234 | 6,075 | 94 | 27 | 46 | 49 | 1,145 | 32 | 253 | 79 | 16 | 87 | 6 | 28 | 115 | 50 | 11 | 25 | |

SESSIONAL PAPER No. 24

| | | | | | | | | | | | | | |
|---------------------------|-------------|--------|------------|----------|---------|--------------|------------|--------|-------|---------|---------|-------|--------|
| Monte Bello..... | 709 57 | 741 | 17,969 48 | 79 15 | 148 | 3,668 18 | 189 19 | 50 03 | 88 86 | 5 08 | e311 25 | 12 00 | 30 00 |
| Montfort..... | 292 49 | 128 | 2,802 95 | 13 53 | 51 | 518 41 | 140 20 | 7 92 | | 1 11 | 145 50 | | 15 00 |
| Monmagney..... | 1,855 30 | 1,330 | 23,244 63 | 116 53 | 1,127 | 23,901 89 | 2,451 29 | 74 30 | 5 97 | 10 24 | a579 00 | 30 00 | |
| Montreuil..... | 536 85 | 226 | 4,950 02 | 21 84 | 102 | 2,217 13 | 133 14 | 13 60 | | 2 18 | 247 59 | | 26 25 |
| Montreal..... | *660,217 61 | | | | | | | | | | | | |
| Head Office..... | 514,926 86 | 32,131 | 523,079 54 | 4,747 37 | 160,948 | 2,373,112 26 | 290,863 48 | | | e190 14 | d | | |
| Beaudoin Street..... | 650 00 | | | | | | | | | | | | |
| Blairay Street..... | 905 00 | | | | | | | | | | | | |
| Boulevard St. Denis..... | 298 00 | 160 | 1,832 94 | 10 61 | 11 | 156 91 | 30 00 | 5 18 | | 0 52 | 75 00 | | |
| Chambollis Square..... | 9,385 00 | 1,743 | 16,583 06 | 159 06 | 26 | 255 03 | 85 80 | 45 68 | | 1 31 | 150 00 | | |
| City Councilor St..... | 1,503 00 | 165 | 1,725 62 | 14 13 | 24 | 311 15 | 131 27 | 4 87 | 0 65 | 2 16 | 112 50 | | |
| Côte St. Louis..... | 260 00 | | | | | | | | | | | 9 00 | |
| Fulton Street..... | 2,200 65 | 2,541 | 37,118 72 | 312 54 | 56 | 1,048 80 | 258 43 | 103 21 | 12 26 | 6 17 | 112 50 | | |
| Hochelega..... | 3,921 23 | 3,236 | 48,178 72 | 423 70 | 398 | 7,132 57 | 767 91 | 137 51 | 68 22 | 3 00 | a919 00 | | |
| Montreal Station B..... | 10,791 18 | 6,575 | 70,824 91 | 791 35 | 107 | 1,129 61 | 2,563 07 | | | | | | |
| Mont Royal Avenue..... | 1,160 00 | 527 | 4,369 21 | 33 10 | 36 | 75 81 | 7 00 | 12 54 | | | 75 00 | | |
| Mont St. Centre..... | 3,990 00 | 378 | 4,489 60 | 28 84 | 8 | 75 79 | 418 02 | 12 37 | | 4 64 | 150 00 | | |
| Ontario St. East..... | 3,335 00 | 812 | 8,936 76 | 56 60 | 36 | 217 07 | 292 85 | 24 64 | | 1 32 | 150 00 | | |
| Parc Lafontaine..... | 720 00 | | | | | | | | | | | | |
| Park Avenue..... | 2,511 00 | | | | | | | | | | | | |
| Point St. Charles..... | 4,086 69 | 3,740 | 51,563 26 | 567 54 | 377 | 5,781 73 | 632 46 | 148 17 | 65 25 | 1 71 | 675 00 | | 105 00 |
| Prince Arthur St..... | 2,870 00 | 847 | 6,886 34 | 80 98 | 35 | 462 21 | 176 40 | 19 71 | 2 90 | 1 58 | 112 50 | | |
| Rachel Street..... | 1,718 71 | 722 | 7,410 65 | 48 91 | 10 | 85 81 | 76 16 | 20 38 | | 0 42 | 112 50 | | |
| Roy Street..... | 4,505 00 | 1,183 | 11,709 35 | 87 68 | 47 | 459 65 | 383 62 | 32 26 | | 2 38 | 150 00 | | |
| St. Catherine Street..... | | | | | | | | | | | | | |
| Centre..... | 19,178 70 | 6,428 | 67,419 76 | 603 71 | 257 | 5,377 11 | 3,415 25 | 188 27 | 43 72 | 32 65 | 600 00 | | |
| St. Catherine Street..... | | | | | | | | | | | | | |
| East..... | 295 00 | | | | | | | | | | | | |
| St. Catherine Street..... | | | | | | | | | | | | | |
| West..... | 9,655 00 | 975 | 6,158 96 | 67 54 | 59 | 584 44 | 195 72 | 17 57 | 2 19 | 1 56 | 150 00 | | |
| St. Camille Street..... | 7,039 13 | 1,901 | 24,877 38 | 133 79 | 119 | 1,265 00 | 218 55 | 69 28 | | 1 82 | 325 00 | | |
| St. Gabriel de Mont..... | | | | | | | | | | | | | |
| real..... | 2,369 83 | 491 | 5,816 26 | 44 50 | 44 | 106 52 | 84 50 | 16 00 | | 3 17 | 309 00 | | 30 00 |
| St. Henri de Mont..... | | | | | | | | | | | | | |
| real..... | 6,760 09 | 2,203 | 26,195 31 | 292 67 | 472 | 6,960 61 | 879 48 | 80 09 | 25 80 | 1 37 | a465 00 | | |
| St. Jean Baptiste de..... | | | | | | | | | | | | | |
| Montreal..... | 3,033 53 | 1,054 | 11,607 87 | 87 24 | 51 | 597 59 | 472 04 | 32 76 | | 4 67 | 450 00 | | 60 00 |
| St. Jean de la Croix..... | 352 00 | | | | | | | | | | | | |
| St. Lawrence Street..... | | | | | | | | | | | | | |
| Centre..... | 5,764 00 | 3,012 | 43,766 61 | 437 17 | 76 | 1,029 68 | 1,037 90 | 121 18 | 30 15 | 14 52 | 150 00 | | |
| St. Louis Square..... | 2,685 00 | 229 | 1,942 12 | 15 30 | 6 | 66 46 | | 5 37 | | 0 10 | 112 50 | | |
| Sub-Office No. 10..... | 50 00 | | | | | | | | | | | | |
| Villeneuve..... | 351 25 | | | | | | | | | | | | |
| Villoray..... | 113 75 | | | | | | | | | | | | |
| Visitation Street..... | 2,530 00 | 1,027 | 11,282 61 | 86 23 | 30 | 231 28 | 85 20 | 31 65 | | 0 47 | 112 50 | | 11 25 |
| Montreal West..... | 3,319 65 | 1,01 | 784 56 | 6 73 | 12 | 205 16 | 55 60 | 24 16 | | 0 79 | 121 50 | | 11 25 |
| Mont Rolland..... | 132 40 | 283 | 5,702 50 | 34 73 | 9 | 148 65 | 36 70 | 21 65 | 8 49 | 2 70 | 82 50 | | 7 50 |

a Including commission on box rents. b Including \$9 arrears, night duty. c Including \$7.50 arrears, night duty. d Salary, etc., entered in Auditor General's report. e Commission to non-accounting officers, etc.

APPENDIX C--Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Quebec--Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Money Orders paid. | | Compen- sation paid to Post- masters on M. O. business. | | Compen- sation paid to Post- masters on S. B. business. | | Salary. | | Forward Allow- ance. | | Allow- ance towards Rent, fuel and Light. | |
|------------------------------------|-----------------------|------|--------------------------------|------|--------------------------------------|--------|--|------|------------------------------|------|------------------------------------|------|---|------|---|------|---------|------|----------------------|------|---|------|
| | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. |
| Morin Flats..... | 150 | 88 | 132 | 14 | 40 | 3,328 | 43 | 29 | 802 | 40 | 50 | 78 | 9 | 27 | 1 | 38 | 63 | 00 | 9 | 00 | 3 | 75 |
| Mount Carmel..... | 169 | 99 | 136 | 12 | 43 | 2,589 | 13 | 23 | 505 | 56 | 48 | 10 | 7 | 12 | 1 | 97 | 71 | 25 | | | 7 | 50 |
| Murray Bay..... | 958 | 50 | 438 | 13 | 50 | 13,381 | 20 | 363 | 9,239 | 20 | 1,110 | 30 | 38 | 99 | 0 | 36 | 365 | 00 | 75 | 00 | 30 | 00 |
| Napierville..... | 532 | 95 | 312 | 14 | 383 | 4,383 | 95 | 161 | 4,132 | 98 | 47 | 94 | 47 | 94 | 4 | 30 | 225 | 00 | 2 | 25 | 18 | 75 |
| Newbliss..... | 104 | 80 | 219 | 5 | 682 | 57 | 24 | 30 | 963 | 38 | 112 | 52 | 17 | 08 | 1 | 53 | 50 | 00 | | | 3 | 75 |
| New Carlisle..... | 1,659 | 40 | 124 | 9 | 255 | 37 | 14 | 380 | 8,201 | 04 | 1,174 | 61 | 28 | 15 | 9 | 46 | 324 | 00 | | | 30 | 00 |
| New Glasgow..... | 229 | 90 | 153 | 3 | 564 | 99 | 16 | 72 | 1,290 | 62 | 1 | 12 | 10 | 45 | 3 | 07 | 96 | 00 | | | 7 | 50 |
| New Liverpool..... | 158 | 28 | 265 | 4 | 307 | 79 | 23 | 94 | 703 | 46 | 42 | 35 | 12 | 34 | 1 | 42 | 84 | 00 | | | 7 | 50 |
| Newport Point..... | 284 | 17 | 135 | 3 | 211 | 53 | 14 | 18 | 618 | 80 | 127 | 12 | 9 | 40 | 1 | 48 | 127 | 50 | | | 11 | 25 |
| New Richmond..... | 901 | 33 | 238 | 5 | 209 | 61 | 24 | 49 | 1,791 | 79 | 144 | 97 | 15 | 53 | 2 | 23 | 88 | 00 | 10 | 50 | 7 | 50 |
| New Richmond Station..... | 200 | 66 | 409 | 7 | 570 | 53 | 38 | 70 | 657 | 05 | 132 | 81 | 21 | 71 | 3 | 08 | 75 | 00 | | | 7 | 50 |
| Nicolet..... | 1,610 | 19 | 691 | 11 | 433 | 41 | 38 | 82 | 19,455 | 47 | 1,634 | 20 | 43 | 86 | 8 | 65 | 546 | 75 | 132 | 00 | 75 | 00 |
| Nominique..... | 628 | 01 | 984 | 16 | 380 | 19 | 83 | 69 | 5,192 | 77 | 293 | 63 | 45 | 55 | 1 | 37 | 282 | 50 | 40 | 50 | 25 | 00 |
| Normandin..... | 263 | 08 | 381 | 10 | 446 | 12 | 43 | 97 | 5,881 | 10 | 1,333 | 63 | 31 | 42 | 3 | 46 | 112 | 50 | 22 | 50 | 11 | 25 |
| North Coaticook..... | 367 | 75 | 225 | 1 | 518 | 00 | 11 | 62 | 194 | 11 | 34 | 98 | 4 | 51 | 0 | 67 | 86 | 25 | | | 7 | 50 |
| North Corners..... | 199 | 60 | 161 | 4 | 604 | 77 | 18 | 61 | 1,274 | 32 | 150 | 98 | 13 | 56 | 3 | 91 | 78 | 00 | 2 | 25 | 7 | 50 |
| North Hadley..... | 1,600 | 19 | 730 | 11 | 197 | 95 | 60 | 51 | 4,682 | 91 | 331 | 55 | 38 | 85 | 8 | 83 | 469 | 50 | 3 | 00 | 60 | 00 |
| North Tatamagouche..... | 212 | 60 | 178 | 2 | 474 | 32 | 13 | 20 | 773 | 98 | 121 | 65 | 7 | 23 | 2 | 29 | 85 | 50 | 3 | 00 | 7 | 50 |
| North Tatamouche..... | 352 | 38 | 62 | 9 | 45 | 6 | 12 | 43 | 1,229 | 61 | 97 | 79 | 8 | 65 | 1 | 42 | 105 | 00 | | | 11 | 25 |
| North Wakefield..... | 211 | 16 | 43 | 1 | 405 | 95 | 3 | 95 | 682 | 86 | 167 | 50 | 3 | 89 | 1 | 66 | 99 | 00 | 18 | 75 | 18 | 75 |
| Notre Dame de Grace..... | 513 | 92 | 56 | 5 | 596 | 65 | 3 | 97 | 473 | 84 | 35 | 70 | 2 | 22 | 0 | 65 | 191 | 25 | | | 7 | 50 |
| Notre Dame de Hann..... | 120 | 56 | 12 | 4 | 466 | 12 | 1 | 80 | 235 | 85 | 145 | 97 | 1 | 44 | 2 | 65 | 81 | 00 | | | 7 | 50 |
| Notre Dame de la Salette..... | 183 | 17 | 125 | 3 | 381 | 35 | 15 | 21 | 2,841 | 09 | 133 | 05 | 10 | 02 | 4 | 30 | 85 | 50 | | | 7 | 50 |
| Notre Dame de Levis..... | 1,807 | 45 | 894 | 8 | 903 | 27 | 55 | 68 | 4,512 | 71 | 687 | 04 | 27 | 53 | 2 | 13 | 561 | 00 | 9 | 00 | 75 | 00 |
| Notre Dame des Bois..... | 297 | 16 | 256 | 3 | 733 | 89 | 19 | 85 | 597 | 32 | 47 | 38 | 11 | 18 | 1 | 96 | 71 | 25 | | | 7 | 50 |
| Notre Dame de Stan- bridge..... | 192 | 99 | 325 | 9 | 644 | 76 | 38 | 90 | 960 | 85 | 40 | 13 | 27 | 69 | 0 | 35 | 82 | 50 | | | 18 | 75 |
| Notre Dame du Lac..... | 451 | 85 | 922 | 19 | 392 | 94 | 89 | 50 | 1,948 | 45 | 227 | 65 | 56 | 17 | 5 | 34 | 198 | 00 | 4 | 50 | 7 | 50 |
| Notre Dame du Laus..... | 283 | 97 | 161 | 4 | 214 | 71 | 19 | 41 | 4,214 | 71 | 36 | 48 | 11 | 60 | 0 | 64 | 78 | 00 | 10 | 50 | 7 | 50 |
| Okla..... | 288 | 31 | 205 | 3 | 231 | 99 | 16 | 92 | 470 | 53 | 112 | 30 | 8 | 90 | 1 | 56 | 108 | 75 | | | 11 | 25 |
| Ornstown..... | 1,088 | 11 | 499 | 8 | 151 | 13 | 42 | 65 | 7,019 | 79 | 479 | 83 | 29 | 69 | 7 | 38 | 367 | 50 | 9 | 00 | 45 | 00 |
| Other Lake..... | 236 | 28 | 57 | 8 | 28 | 21 | 4 | 26 | 650 | 89 | 52 | 35 | 2 | 40 | 0 | 23 | 120 | 00 | 21 | 00 | 11 | 25 |
| Otremont..... | 313 | 41 | 33 | 3 | 84 | 447 | 44 | 3 | 161 | 25 | 54 | 37 | 1 | 50 | 0 | 43 | 130 | 00 | | | 12 | 50 |

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| | | | | | | | | | | | | | |
|---|------------|-------|------------|--------|--------|------------|-----------|-------|-------|---------|--------|--------|--------|
| Papineauville..... | 796 67 | 1,134 | 96,614 12 | 117 56 | 539 | 8,276 68 | 1,036 02 | 73 70 | 56 33 | 6 51 | 300 00 | 30 50 | 30 00 |
| Paquette..... | 161 69 | 162 | 3,391 48 | 19 50 | 49 | 964 79 | 31 88 | 13 71 | 3 40 | 3 40 | 75 00 | 7 50 | 7 50 |
| Paspébiac..... | 614 08 | 56 11 | 1,758 00 | 56 11 | 320 | 8,981 58 | 1,163 79 | 36 51 | 4 74 | 270 00 | 9 00 | 30 00 | 30 00 |
| Paspébiac West..... | 508 73 | 250 | 3,362 65 | 21 08 | 22 | 222 26 | 80 52 | 9 36 | 5 43 | 222 00 | 22 50 | 22 50 | 22 50 |
| Pavé..... | 318 99 | 316 | 5,432 07 | 29 15 | 91 | 2,177 66 | 332 00 | 16 36 | 14 86 | 3 51 | 201 00 | 121 50 | 22 50 |
| Phillipsburg East..... | 308 57 | 139 | 3,418 82 | 25 79 | 65 | 635 48 | 39 00 | 10 32 | 3 25 | 123 75 | 11 25 | 11 25 | 11 25 |
| Pierreville..... | 1,109 69 | 416 | 8,876 43 | 12 73 | 472 | 8,679 37 | 338 90 | 39 38 | 4 20 | 403 00 | 33 75 | 45 00 | 45 00 |
| Plessisville..... | 1,337 30 | 210 | 7,651 23 | 32 39 | 898 | 21,326 33 | 2,161 58 | 28 62 | 15 43 | 436 00 | 45 00 | 75 00 | 75 00 |
| Plessisville Station..... | 317 92 | 19 | 765 47 | 2 91 | 69 | 2,979 10 | 237 95 | 2 33 | 3 19 | 109 50 | 11 25 | 11 25 | 11 25 |
| Pointe au Pic..... | 1,148 80 | 516 | 10,561 57 | 52 11 | 101 | 2,179 66 | 139 25 | 30 93 | 2 25 | 437 50 | 36 25 | 36 25 | 36 25 |
| Pte. aux Trembles, Laval Portneuf..... | 692 41 | 181 | 3,463 82 | 18 74 | 122 | 3,072 96 | 340 88 | 10 50 | 1 25 | 246 00 | 3 75 | 12 00 | 11 25 |
| Pointe Claire..... | 241 15 | 281 | 3,068 45 | 25 30 | 74 | 1,491 17 | 301 87 | 13 99 | 2 33 | 103 50 | 12 00 | 11 25 | 11 25 |
| Pointe Gatineau..... | 347 13 | 306 | 4,577 89 | 26 19 | 75 | 1,736 57 | 121 45 | 25 74 | 0 28 | 142 50 | 15 00 | 15 00 | 15 00 |
| Pont Rouge..... | 458 92 | 246 | 2,874 48 | 15 76 | 76 | 1,199 72 | 84 45 | 7 80 | 0 76 | 151 50 | 2 25 | 15 00 | 15 00 |
| Portage du Fort..... | 313 42 | 269 | 3,929 83 | 19 79 | 80 | 1,716 11 | 181 12 | 12 15 | 1 07 | 133 50 | 15 00 | 15 00 | 15 00 |
| Port Daniel East..... | 93 00 | 5 | 49 75 | 0 32 | 6 | 69 52 | 53 31 | 0 12 | 1 28 | 76 50 | 6 25 | 6 25 | 6 25 |
| Portneuf..... | 412 81 | 767 | 12,361 35 | 60 95 | 175 | 1,716 26 | 222 03 | 35 21 | 2 42 | 137 50 | 15 00 | 15 00 | 15 00 |
| Portneuf Station..... | 234 24 | 271 | 4,610 63 | 23 50 | 26 | 467 03 | 41 90 | 12 89 | 2 10 | 96 00 | 12 00 | 7 50 | 7 50 |
| Price..... | 253 50 | 297 | 3,901 53 | 19 98 | 31 | 372 37 | 153 80 | 11 15 | 3 73 | 121 50 | 11 25 | 7 50 | 7 50 |
| Protonville..... | 145 08 | 228 | 6,119 72 | 26 76 | 56 | 1,029 48 | 91 18 | 17 38 | 2 53 | 75 00 | 7 50 | 6 25 | 6 25 |
| Quai des Eboulements..... | 123 69 | 56 | 1,625 80 | 6 71 | 23 | 846 75 | 75 55 | 1 63 | 1 50 | 90 00 | 12 00 | 6 25 | 6 25 |
| Quebec..... | *87,977 35 | | | | | | | | | | | | |
| (Divided as follows):— | | | | | | | | | | | | | |
| Head Office..... | 69,973 92 | 7,408 | 111,126 55 | 742 00 | 32,393 | 727,433 93 | 87,182 20 | 12 23 | 0 93 | 408 33 | 600 00 | 300 00 | 300 00 |
| St. John Suburb..... | 3,610 50 | 1,547 | 15,255 48 | 110 91 | 20 | 300 59 | 699 01 | 18 50 | 22 89 | 19 06 | 450 00 | 525 00 | 525 00 |
| St. Roch de Quebec..... | 9,727 68 | 2,516 | 41,626 58 | 224 09 | 620 | 9,402 11 | 3,342 48 | 19 36 | 8 91 | 9 22 | 465 01 | 275 00 | 275 00 |
| St. Saviour de Quebec..... | 3,735 25 | 885 | 16,101 33 | 84 95 | 488 | 6,909 35 | 1,064 91 | 19 36 | 5 91 | 318 75 | 5 25 | 30 00 | 30 00 |
| Quyon..... | 812 74 | 790 | 19,280 30 | 84 58 | 310 | 6,862 89 | 652 03 | 55 11 | 24 28 | 3 27 | 87 00 | 10 50 | 7 50 |
| Rapide de L'Original..... | 217 93 | 301 | 9,092 52 | 36 99 | 146 | 3,946 88 | 301 73 | 25 93 | 1 06 | 133 50 | 22 50 | 15 00 | 15 00 |
| Rapides des Joachim..... | 221 75 | 86 | 1,472 10 | 7 43 | 4 | 102 18 | 61 90 | 1 04 | 1 50 | 163 00 | 13 50 | 15 00 | 15 00 |
| Rawdon..... | 388 49 | 224 | 5,259 09 | 23 63 | 63 | 938 51 | 154 20 | 15 24 | 0 91 | 86 25 | 7 50 | 7 50 | 7 50 |
| Rectory Hill..... | 211 68 | 299 | 900 47 | 3 96 | 67 | 178 63 | 196 30 | 2 72 | 2 00 | 43 00 | 3 75 | 3 75 | 3 75 |
| Richardville..... | 86 34 | 76 | 1,766 20 | 7 80 | 11 | 171 55 | 40 15 | 5 14 | 8 66 | 961 50 | 83 00 | 30 00 | 30 00 |
| Richmond East..... | 2,917 75 | 1,823 | 18,825 48 | 117 19 | 903 | 14,420 84 | 1,549 50 | 66 74 | 21 61 | 2 01 | 292 50 | 12 00 | 30 00 |
| Rigaud..... | 747 02 | 1,016 | 17,856 87 | 87 12 | 323 | 3,667 72 | 721 72 | 51 41 | 41 46 | 23 10 | 690 00 | 75 50 | 13 75 |
| Rimouski..... | 3,172 78 | 1,775 | 29,015 66 | 133 30 | 2,415 | 32,161 69 | 12,111 13 | 86 56 | 18 27 | 23 10 | 139 00 | 6 75 | 15 00 |
| Ripon..... | 297 58 | 99 | 2,886 47 | 12 43 | 16 | 1,331 01 | 145 65 | 8 22 | 3 96 | 135 00 | 15 00 | 15 00 | 15 00 |
| River, Beaudette..... | 323 06 | 139 | 3,453 63 | 15 67 | 34 | 1,299 10 | 49 55 | 10 77 | 3 96 | 30 00 | 31 50 | 30 00 | 30 00 |
| River, Desert..... | 865 15 | 72 | 1,299 40 | 6 59 | 15 | 252 35 | 46 95 | 3 58 | 2 77 | 95 25 | 7 50 | 7 50 | 7 50 |
| Rivière a Pierre..... | 249 91 | 314 | 6,429 41 | 31 75 | 61 | 1,370 55 | 141 40 | 17 77 | 3 87 | 61 50 | 109 00 | 3 75 | 3 75 |
| Rivière Bois Clair..... | 181 00 | 495 | 15,672 42 | 62 75 | 19 | 498 60 | 79 55 | 13 86 | 2 76 | 61 50 | 109 00 | 3 75 | 3 75 |
| Rivière du Loup (en bas)..... | 2,631 34 | 1,231 | 15,211 84 | 89 97 | 1,386 | 23,189 58 | 2,869 91 | 46 71 | 16 32 | 6830 50 | 109 00 | 90 00 | 90 00 |
| Rivière du Loup Station..... | 2,280 92 | 733 | 14,845 02 | 72 15 | 843 | 15,391 28 | 2,446 82 | 45 79 | 11 93 | 733 50 | 109 00 | 90 00 | 90 00 |

^a Including commission on box rents. ^b Closed January 1, 1907. ^c Accounting from December 1, 1906. ^d Salary etc., entered in Auditor General's Report. ^e Commission to non-accounting offices, etc.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders Issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on S. B. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|--------------------------------|-----------------------|-----------|--------------------------------|--------------------------------------|--------|--|-----------|------------------------------|------------------------------------|-------|------------------------------------|-------|---|------|---|------|---------|--------------------|---|
| | cts. | cts. | | cts. | cts. | cts. | cts. | | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | | | |
| Rivière Ouelle..... | 236 17 | 5,108 30 | 329 | 5,108 30 | 25 93 | 183 | 5,531 66 | 217 46 | 23 27 | 1 89 | 112 50 | 6 75 | 11 25 | | | | | | |
| Rivière Trois Pistoles..... | 176 63 | 2,950 96 | 107 | 2,950 96 | 12 56 | 29 | 519 21 | 95 00 | 8 75 | 2 37 | 91 50 | 30 00 | 7 50 | | | | | | |
| Robertson's Station..... | 201 13 | 5,741 99 | 226 | 5,741 99 | 21 55 | 42 | 595 09 | 67 60 | 16 15 | 2 16 | 90 00 | 30 00 | 7 50 | | | | | | |
| Roberval..... | 2,468 00 | 21,301 23 | 963 | 21,301 23 | 99 16 | 614 | 17,466 10 | 2,022 17 | 65 93 | 10 66 | 621 00 | 22 50 | 90 00 | | | | | | |
| Robinson..... | 617 40 | 2,919 19 | 306 | 2,919 19 | 19 36 | 90 | 1,466 72 | 139 63 | 9 14 | 1 71 | 265 50 | 16 50 | 30 00 | | | | | | |
| Rockburn..... | 183 86 | 3,137 51 | 266 | 3,137 51 | 17 80 | 37 | 770 61 | 17 80 | 9 91 | 0 17 | 75 00 | | 7 50 | | | | | | |
| Rock Island..... | 2,992 83 | 7,784 17 | 711 | 7,784 17 | 49 18 | 778 | 13,966 83 | 1,733 12 | 23 21 | 4 80 | 723 75 | | 105 00 | | | | | | |
| Rougecourt Station..... | 145 17 | 2,521 43 | 165 | 2,521 43 | 11 90 | 27 | 350 18 | 378 92 | 6 97 | 2 83 | 295 50 | 6 00 | 7 50 | | | | | | |
| Roxton Falls..... | 795 22 | 11,712 02 | 572 | 11,712 02 | 51 71 | 313 | 5,344 40 | 378 92 | 39 50 | 9 63 | 295 50 | 5 25 | 30 00 | | | | | | |
| Roxton Pond..... | 273 57 | 9,489 51 | 515 | 9,489 51 | 45 78 | 322 | 1,833 26 | 412 50 | 28 60 | 4 21 | 129 00 | | 11 25 | | | | | | |
| St. Adèle..... | 868 85 | 9,168 56 | 474 | 9,168 56 | 42 77 | 262 | 3,034 81 | 1,278 14 | 25 10 | 6 60 | 303 00 | | 30 00 | | | | | | |
| St. Adolphe de Champlain..... | 321 18 | 9,405 61 | 299 | 9,405 61 | 48 81 | 50 | 1,058 07 | 165 07 | 26 18 | 3 84 | 99 00 | | 7 50 | | | | | | |
| St. Agapit..... | 182 53 | 4,571 63 | 214 | 4,571 63 | 21 41 | 81 | 2,313 48 | 115 85 | 15 85 | 1 33 | 81 50 | 5 25 | 7 50 | | | | | | |
| St. Agathe de Lotbinière..... | 244 00 | 6,467 49 | 167 | 6,467 49 | 24 65 | 54 | 1,511 85 | 125 32 | 19 19 | 3 67 | 122 00 | 9 00 | 11 25 | | | | | | |
| St. Agathe des Monts..... | 1,699 99 | 25,972 56 | 1,345 | 25,972 56 | 127 68 | 560 | 10,878 11 | 823 03 | 74 45 | 7 47 | 525 00 | 25 50 | 75 00 | | | | | | |
| St. Anne..... | 457 02 | 11,257 66 | 436 | 11,257 66 | 37 76 | 311 | 9,621 23 | 133 94 | 41 19 | 3 05 | 153 75 | | 15 00 | | | | | | |
| St. Alban..... | 273 00 | 12,035 69 | 353 | 12,035 69 | 48 53 | 153 | 3,930 51 | 368 20 | 33 26 | 4 81 | 90 00 | 2 25 | 7 50 | | | | | | |
| St. Alexandre d'Iberville..... | 193 24 | 6,510 46 | 229 | 6,510 46 | 27 64 | 99 | 1,706 72 | 96 51 | 29 22 | 0 78 | 91 50 | 2 25 | 7 50 | | | | | | |
| St. Alexis des Monts..... | 399 25 | 10,821 36 | 429 | 10,821 36 | 48 29 | 151 | 3,280 11 | 338 75 | 33 18 | 5 13 | 150 00 | 12 00 | 15 00 | | | | | | |
| St. Amant..... | 307 57 | 1,518 01 | 39 | 1,518 01 | 5 72 | 19 | 827 00 | 83 70 | 4 83 | 2 99 | 129 00 | | 11 25 | | | | | | |
| St. Amant de la Rivière..... | 172 68 | 4,077 41 | 198 | 4,077 41 | 18 76 | 31 | 836 34 | 111 53 | 11 25 | 2 23 | 67 50 | | 7 50 | | | | | | |
| St. Anastasie..... | 274 39 | 4,259 33 | 229 | 4,259 33 | 21 76 | 13 | 123 20 | 88 41 | 12 18 | 2 79 | 142 50 | 4 50 | 15 00 | | | | | | |
| St. André..... | 547 22 | 7,277 79 | 227 | 7,277 79 | 39 79 | 199 | 4,416 41 | 396 80 | 51 08 | 3 78 | 235 50 | 28 50 | 25 00 | | | | | | |
| St. André de Kamouraska..... | 469 88 | 9,085 19 | 257 | 9,085 19 | 34 69 | 751 | 24,138 23 | 876 03 | 26 41 | 7 26 | 213 00 | | 22 50 | | | | | | |
| St. André de Lotbinière..... | 573 12 | 15,505 69 | 1,093 | 15,505 69 | 89 17 | 321 | 5,940 45 | 399 75 | 46 72 | 2 52 | 260 00 | | 28 75 | | | | | | |
| St. André de la Rivière..... | 262 10 | 2,631 92 | 127 | 2,631 92 | 12 51 | 107 | 2,248 77 | 171 78 | 9 02 | 3 13 | 117 00 | | 11 25 | | | | | | |
| St. Angèle de Laval..... | 172 06 | 2,300 28 | 63 | 2,300 28 | 9 78 | 40 | 660 56 | 35 80 | 7 59 | 0 64 | 71 25 | | 7 50 | | | | | | |
| St. Angèle de Monmoré..... | 190 85 | 1,360 68 | 34 | 1,360 68 | 5 11 | 2 | 60 52 | 21 22 | 3 83 | 0 91 | 86 25 | | 7 50 | | | | | | |
| St. Angèle de Rimouski..... | 877 02 | 3,821 45 | 130 | 3,821 45 | 16 15 | 2,105 | 7,038 65 | 1,810 73 | 21 03 | 8 42 | 273 75 | | 30 00 | | | | | | |
| St. Anne de Beauport..... | 1,582 68 | 30,292 48 | 1,324 | 30,292 48 | 256 65 | 1,138 | 2,885 85 | 791 83 | 84 70 | 6 77 | 480 00 | 9 00 | 30 00 | | | | | | |
| St. Anne de Bellevue..... | 921 10 | 11,356 08 | 674 | 11,356 08 | 65 41 | 500 | 16,165 45 | 2,015 80 | 31 35 | 4 55 | 324 00 | 33 00 | 30 00 | | | | | | |
| St. Anne de la Pêcherie..... | 1,036 77 | 10,794 85 | 827 | 10,794 85 | 61 59 | 458 | 10,345 30 | 780 58 | 39 85 | 6 17 | 378 00 | | 45 00 | | | | | | |
| St. Anne de la Pôgadrière..... | 280 47 | 11,011 82 | 357 | 11,011 82 | 45 34 | 82 | 2,342 62 | 243 16 | 31 13 | 5 29 | 120 00 | 61 50 | 10 00 | | | | | | |

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| | | | | | | | | | | |
|---|-----|-----------|-------|-----|----------|----------|-------|-------|---------|-------|
| Stc. Anne des Plaines..... | 64 | 1,394 95 | 6 64 | 69 | 1,492 28 | 32 75 | 3 85 | 1 26 | 161 25 | 15 00 |
| Stc. Anselme..... | 242 | 3,892 73 | 19 61 | 156 | 4,129 86 | 480 00 | 13 23 | 3 93 | 252 00 | 26 25 |
| Stc. Antoine (Lafontaine)..... | 183 | 5,184 02 | 21 60 | 111 | 3,436 25 | 125 86 | 16 86 | 2 55 | 52 50 | 3 75 |
| Stc. Antoine (River Rich- lieu)..... | 181 | 1,078 31 | 18 85 | 69 | 1,215 67 | 37 75 | 12 41 | 3 47 | 157 50 | 15 00 |
| Stc. Apollinaire..... | 65 | 1,819 51 | 7 66 | 56 | 1,332 90 | 111 33 | 6 71 | 3 88 | 84 00 | 7 50 |
| Stc. Armand Station..... | 382 | 522 69 | 3 29 | 38 | 218 30 | 40 75 | 1 78 | 0 50 | 131 25 | 45 00 |
| Stc. Arsene..... | 26 | 671 13 | 3 09 | 6 | 279 00 | 99 38 | 1 86 | 0 97 | 75 00 | 7 50 |
| Stc. Aubert..... | 300 | 7,791 32 | 32 70 | 80 | 1,792 02 | 110 29 | 23 90 | 1 67 | 116 25 | 11 25 |
| Stc. Augustin (Portneuf)..... | 205 | 4,938 00 | 21 18 | 58 | 1,808 11 | 94 35 | 13 60 | 2 41 | 48 00 | 3 75 |
| Stc. Augustin (Two Moun- tains)..... | 202 | 32 | | 45 | 1,171 68 | 52 00 | | 1 35 | 390 00 | 7 50 |
| Stc. Barnabe, Stc. Maurice | 491 | 13,919 16 | 58 51 | 112 | 2,326 34 | 301 00 | 39 27 | 1 90 | 2230 50 | 6 00 |
| Stc. Barthelemy..... | 516 | 75 58 | | 185 | 6,469 29 | 146 19 | 40 06 | 0 76 | 234 00 | 2 25 |
| Stc. Bazile de Portneuf..... | 437 | 10,469 97 | 65 85 | 195 | 3,261 85 | 379 27 | 28 78 | 3 21 | 126 00 | 11 25 |
| Stc. Benoit..... | 198 | 4,929 93 | 20 81 | 81 | 1,506 97 | 141 80 | 13 30 | 0 75 | 115 50 | 11 25 |
| Stc. Benoit, Labore, | 80 | 1,745 40 | 8 24 | 15 | 132 35 | 42 67 | 4 82 | 2 35 | 56 25 | 3 75 |
| Stc. Bernard de Dorehes- let..... | 235 | 5,333 11 | 19 96 | 85 | 4,361 53 | 138 25 | 18 26 | 3 93 | 98 50 | 10 00 |
| Stc. Bonaventure..... | 219 | 1,885 80 | 7 53 | 34 | 770 79 | 27 75 | 6 42 | 2 38 | 93 75 | 7 50 |
| Stc. Brigitte des Saults..... | 188 | 6,952 78 | 27 06 | 65 | 1,576 79 | 106 75 | 22 01 | 2 64 | 54 00 | 3 75 |
| Stc. Bruno..... | 49 | 737 43 | 3 95 | 10 | 155 71 | 56 77 | 2 65 | 0 44 | 51 00 | 12 00 |
| Stc. Bruno, Jac Stc. Jean, | 69 | 2,175 90 | 8 51 | 36 | 1,856 88 | 18 40 | 7 06 | 1 16 | 53 50 | 3 75 |
| Stc. Camille..... | 178 | 5,837 95 | 21 15 | 71 | 1,537 12 | 103 45 | 18 88 | 3 28 | 153 75 | 15 00 |
| Stc. Casimir..... | 306 | 7,619 49 | 35 66 | 111 | 9,546 21 | 1,488 29 | 23 97 | 10 89 | 348 00 | 30 00 |
| Stc. Catherine..... | 41 | 1,259 92 | 5 22 | 25 | 523 17 | 33 45 | 3 52 | 0 49 | 30 00 | |
| Stc. Celestin..... | 273 | 11,608 62 | 58 52 | 122 | 2,985 01 | 210 16 | 42 40 | 5 62 | 112 50 | 11 25 |
| Stc. Cesaire..... | 302 | 10,835 38 | 61 37 | 576 | 7,944 55 | 560 11 | 41 32 | 1 79 | 312 00 | 30 00 |
| Stc. Charles de Bellechasse | 291 | 6,469 62 | 29 26 | 291 | 6,826 99 | 792 20 | 22 72 | 1 42 | 172 50 | 1 50 |
| Stc. Charles de Caplain..... | 291 | 4,172 62 | 20 11 | 22 | 503 79 | 86 28 | 12 23 | 6 08 | 97 50 | 7 50 |
| Stc. Charles, River Rich- lieu..... | 136 | 1,529 46 | 17 48 | 51 | 1,005 51 | 45 76 | 13 06 | 0 82 | 329 25 | 30 00 |
| Stc. Chrysostome..... | 509 | 15,751 45 | 61 50 | 298 | 6,043 33 | 352 40 | 51 91 | 6 09 | 210 00 | 21 25 |
| Stc. Clair..... | 275 | 8,077 50 | 33 22 | 73 | 2,725 15 | 252 94 | 23 81 | 4 49 | 112 50 | 11 25 |
| Stc. Clement..... | 139 | 1,467 69 | 17 31 | 113 | 411 95 | 30 01 | 12 55 | 1 65 | 56 25 | 3 75 |
| Stc. Clot..... | 253 | 6,452 26 | 27 75 | 89 | 2,972 13 | 62 20 | 17 75 | 1 28 | 90 00 | 24 75 |
| Stc. Clothilde..... | 168 | 3,736 71 | 17 92 | 79 | 2,479 77 | 81 97 | 10 31 | 1 61 | 82 40 | 7 50 |
| Stc. Constant..... | 267 | 7,628 10 | 30 28 | 49 | 1,080 98 | 11 65 | 21 00 | 3 82 | 109 50 | 11 25 |
| Stc. Croix..... | 383 | 1,211 12 | 18 38 | 201 | 6,768 39 | 402 46 | 17 61 | 2 92 | 141 00 | 11 25 |
| Stc. Cuthbert..... | 221 | 9,430 31 | 40 71 | 188 | 3,263 80 | 297 80 | 32 92 | 2 32 | 97 50 | 2 25 |
| Stc. Cyrille de Lislet..... | 195 | 3,150 38 | 15 21 | 19 | 645 19 | 62 78 | 9 36 | 1 39 | 93 00 | 7 50 |
| Stc. Cyrille de Wendover..... | 466 | 18,067 18 | 69 16 | 190 | 1,604 10 | 327 11 | 55 92 | 6 21 | 255 00 | 27 50 |
| Stc. Damase de Rimouski..... | 106 | 1,866 72 | 9 18 | 23 | 298 01 | 31 49 | 5 16 | 1 49 | 45 50 | 3 75 |
| Stc. Damien de Buckland..... | 182 | 3,928 80 | 17 36 | 69 | 2,221 16 | 261 71 | 43 82 | 3 10 | 72 00 | 7 50 |
| Stc. David d'Yanaska..... | 357 | 10,696 01 | 44 82 | 188 | 5,895 96 | 193 35 | 40 63 | 1 14 | 132 00 | 11 25 |
| Stc. Denis de la Poutel- lere..... | 181 | 2,977 22 | 14 45 | 40 | 744 88 | 87 94 | 8 23 | 0 97 | 78 00 | 7 50 |
| Stc. Denis, Riv. Richelieu..... | 464 | 8,284 43 | 31 86 | 166 | 3,101 33 | 91 65 | 26 92 | 0 62 | 253 50 | 22 50 |

a. Accounting from December 1, 1906. b. Accounting from September 1, 1906. c. Accounting from September 1, 1906. d. Including \$5 arrears.

APPENDIX C—Continued
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Commission paid to Postmasters on M.O. business. | | Commission paid to Postmasters on P.N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. | |
|--------------------------------|-----------------------|-----------|--------------------------------|--------------------------------------|--------|--|------------------------------|------------------------------------|-------|------------------------------------|--|--------|--|------|---------|--------------------|---|------|
| | cts. | cts. | | cts. | cts. | | | cts. | cts. | | cts. | cts. | cts. | cts. | | | cts. | cts. |
| St. Donat..... | 114 28 | 2,086 02 | 107 | 2,086 02 | 9 80 | 12 | 175 02 | 62 10 | 5 65 | 2 76 | 77 00 | 22 50 | 6 25 | | | | | |
| St. Elizabeth..... | 196 69 | 4,970 25 | 207 | 4,970 25 | 27 61 | 125 | 4,471 16 | 53 04 | 22 45 | 1 98 | 87 00 | 18 00 | 7 50 | | | | | |
| St. Eloi..... | 151 56 | 4,580 64 | 239 | 4,580 64 | 21 53 | 69 | 2,318 03 | 144 93 | 13 11 | 2 41 | 97 50 | 6 75 | 3 75 | | | | | |
| St. Elzear de Beauve..... | 128 47 | 603 03 | 31 | 603 03 | 2 64 | 24 | 1,276 43 | 60 40 | 1 68 | 1 30 | 61 50 | 13 50 | 6 25 | | | | | |
| St. Eulèrie de l'Énergie..... | 124 49 | 6,733 24 | 264 | 6,733 24 | 29 89 | 44 | 1,774 53 | 8 70 | 20 79 | 1 35 | 69 00 | 13 50 | 7 50 | | | | | |
| St. Eulèrie de Lodièmère..... | 201 74 | 4,210 15 | 128 | 4,210 15 | 16 72 | 72 | 1,579 17 | 36 10 | 13 58 | 2 58 | 91 50 | 6 00 | 18 75 | | | | | |
| St. Eulèrie de Tring..... | 390 01 | 10,369 80 | 560 | 10,369 80 | 50 12 | 110 | 3,141 25 | 326 50 | 32 65 | 5 34 | 168 00 | 6 00 | 7 50 | | | | | |
| St. Esprit..... | 176 58 | 10,882 84 | 500 | 10,882 84 | 48 77 | 76 | 2,365 93 | 53 05 | 30 78 | 0 55 | 71 25 | 10 00 | 10 00 | | | | | |
| St. Eustache..... | 211 54 | 4,719 76 | 294 | 4,719 76 | 21 26 | 94 | 2,555 56 | 141 70 | 16 78 | 2 85 | 100 00 | 21 00 | 18 75 | | | | | |
| St. Evariste de Forsyth..... | 596 18 | 4,158 12 | 295 | 4,158 12 | 22 48 | 166 | 3,634 47 | 289 62 | 12 15 | 3 06 | 228 00 | 3 00 | 10 00 | | | | | |
| St. Fabien..... | 196 12 | 429 70 | 23 | 429 70 | 2 38 | 48 | 1,768 61 | 99 24 | 1 61 | 4 75 | 97 00 | 3 00 | 18 75 | | | | | |
| St. Evariste de Forsyth..... | 419 55 | 5,167 43 | 224 | 5,167 43 | 24 73 | 107 | 3,303 42 | 541 32 | 15 75 | 4 88 | 175 50 | 15 00 | 15 00 | | | | | |
| St. Evariste Station..... | 392 88 | 8,176 14 | 281 | 8,176 14 | 35 03 | 133 | 2,689 46 | 326 35 | 23 92 | 5 93 | 162 00 | 15 00 | 15 00 | | | | | |
| St. Famille..... | 91 02 | 1,957 53 | 50 | 1,957 53 | 7 74 | 12 | 240 34 | 87 91 | 5 38 | 1 08 | 27 00 | 7 50 | 7 50 | | | | | |
| St. Faustin..... | 182 30 | 6,201 81 | 336 | 6,201 81 | 29 50 | 39 | 1,126 16 | 77 40 | 17 05 | 1 13 | 86 00 | 21 00 | 15 00 | | | | | |
| St. Fèlixion..... | 389 08 | 26,355 06 | 816 | 26,355 06 | 107 70 | 132 | 4,279 59 | 316 68 | 74 20 | 6 37 | 175 50 | 3 00 | 7 50 | | | | | |
| St. Fèlixion..... | 166 99 | 610 99 | 22 | 610 99 | 2 92 | 22 | 836 91 | 47 48 | 2 47 | 4 27 | 97 50 | 15 00 | 15 00 | | | | | |
| St. Fèlix de Valois..... | 384 53 | 8,550 22 | 453 | 8,550 22 | 40 62 | 197 | 3,919 76 | 164 08 | 30 53 | 2 81 | 136 50 | 41 25 | 30 00 | | | | | |
| St. Ferdinand..... | 625 40 | 4,344 98 | 151 | 4,344 98 | 20 27 | 171 | 3,994 56 | 141 93 | 14 74 | 7 09 | 270 00 | 37 50 | 30 00 | | | | | |
| St. Flavien..... | 181 83 | 8,630 93 | 395 | 8,630 93 | 38 97 | 71 | 1,717 86 | 235 38 | 25 96 | 2 99 | 80 00 | 26 25 | 30 00 | | | | | |
| St. Flavie Station..... | 893 60 | 12,835 50 | 634 | 12,835 50 | 61 62 | 462 | 5,409 90 | 1,877 50 | 37 69 | 13 78 | 354 00 | 30 00 | 11 25 | | | | | |
| St. Flore..... | 319 55 | 5,941 39 | 248 | 5,941 39 | 26 65 | 93 | 1,887 36 | 89 31 | 17 07 | 4 00 | 135 00 | 6 00 | 3 75 | | | | | |
| St. Foy..... | 117 52 | 1,200 13 | 40 | 1,200 13 | 5 57 | 7 | 187 06 | 70 00 | 3 32 | 0 58 | 49 50 | 27 00 | 22 50 | | | | | |
| St. François du Lac..... | 428 73 | 4,575 81 | 203 | 4,575 81 | 21 35 | 259 | 7,834 78 | 175 41 | 13 91 | 1 47 | 219 75 | 27 00 | 11 25 | | | | | |
| St. François, Montagny..... | 262 09 | 5,198 10 | 351 | 5,198 10 | 27 82 | 165 | 3,335 01 | 268 45 | 17 17 | 4 38 | 105 00 | 33 00 | 7 50 | | | | | |
| St. Frédéric..... | 151 05 | 2,612 45 | 140 | 2,612 45 | 12 97 | 27 | 342 39 | 292 21 | 32 90 | 2 63 | 328 50 | 4 50 | 30 00 | | | | | |
| St. Gabriel de Brantion..... | 874 99 | 14,657 00 | 710 | 14,657 00 | 64 05 | 373 | 8,627 40 | 152 00 | 1 72 | 0 30 | 35 50 | 4 50 | 11 25 | | | | | |
| St. Gabriel Station..... | 85 74 | 622 41 | 6 | 622 41 | 4 08 | 6 | 102 00 | 15 40 | 6 28 | 3 46 | 123 00 | 8 25 | 3 75 | | | | | |
| St. Gérard..... | 280 98 | 1,864 15 | 46 | 1,864 15 | 7 44 | 75 | 846 76 | 44 05 | 7 23 | 4 55 | 40 50 | 123 00 | 11 25 | | | | | |
| St. Grégoire de Beauve..... | 114 43 | 2,210 99 | 133 | 2,210 99 | 12 01 | 33 | 347 97 | 73 55 | 6 10 | 2 20 | 123 00 | 8 25 | 22 50 | | | | | |
| St. Geneviève..... | 275 07 | 2,215 23 | 130 | 2,215 23 | 11 04 | 25 | 347 97 | 73 55 | 6 10 | 2 20 | 123 00 | 8 25 | 22 50 | | | | | |
| St. Geneviève de Batiscan..... | 532 26 | 13,361 85 | 595 | 13,361 85 | 58 72 | 386 | 5,398 19 | 590 72 | 36 97 | 4 18 | 225 00 | 22 50 | 22 50 | | | | | |

SESSIONAL PAPER No. 24

| | | | | | | | | | | | |
|----------------------------------|----------|-----------|--------|-------|-----------|----------|-------|-------|----------|--------|-------|
| St. George, Beauce..... | 114 | 664 43 | 15 01 | 129 | 2,844 83 | 263 38 | 11 41 | 4 52 | 140 00 | 15 00 | 13 75 |
| St. George de Windsor..... | 242 | 4,458 97 | 23 29 | 82 | 1,822 58 | 58 06 | 17 67 | 2 50 | 67 50 | ..... | 3 75 |
| St. George, East..... | 676 | 11,262 19 | 56 67 | 194 | 6,038 10 | 1,050 70 | 31 85 | 9 11 | 315 00 | 53 00 | 30 00 |
| St. Germain de Grantham..... | 641 | 11,438 10 | 55 46 | 314 | 7,283 51 | 304 41 | 41 83 | 2 40 | 210 00 | ..... | 22 50 |
| St. Germain de Kamouraska..... | 50 | 876 46 | 4 10 | 42 | 1,119 58 | 61 30 | 2 58 | 1 42 | 52 50 | ..... | 3 75 |
| St. Gertrude..... | 129 | 4,511 71 | 17 30 | 141 | 5,258 84 | 52 82 | 21 78 | 3 13 | 77 50 | 2 25 | 6 25 |
| St. Gervais..... | 277 | 7,159 65 | 31 31 | 153 | 2,636 26 | 275 27 | 22 48 | 4 11 | 126 00 | 49 50 | 11 25 |
| St. Gervaise..... | 318 | 9,945 90 | 41 57 | 122 | 2,879 42 | 306 22 | 29 98 | 4 65 | 142 50 | ..... | 15 00 |
| St. Guillaume d'Upton..... | 236 | 3,491 64 | 17 33 | 274 | 6,804 16 | 233 39 | 18 66 | 2 19 | 213 00 | ..... | 18 75 |
| St. Helene de Bagot..... | 144 | 4,706 68 | 18 68 | 44 | 1,693 69 | 52 45 | 16 85 | 2 36 | 91 50 | ..... | 7 50 |
| St. Helene de Kamouraska..... | 290 80 | 5,459 99 | 26 76 | 72 | 2,075 85 | 75 40 | 18 72 | 2 84 | 93 75 | ..... | 7 50 |
| St. Henri..... | 299 45 | 2,168 23 | 9 15 | 116 | 3,191 70 | 343 66 | 7 51 | 2 89 | 102 00 | ..... | 11 25 |
| St. Henri de Levis..... | 495 | 13,713 16 | 56 09 | 196 | 5,111 28 | 508 55 | 39 99 | 2 17 | 148 50 | 22 50 | 15 00 |
| St. Henri Station..... | 422 00 | 4,760 90 | 8 69 | 946 | 8,831 47 | 4,639 40 | 5 08 | 6 04 | 244 50 | 3 75 | 26 25 |
| St. Hermas..... | 188 25 | 4,726 09 | 22 14 | 41 | 729 25 | 44 25 | 13 07 | 1 17 | 71 55 | 3 75 | 7 50 |
| St. Hermenegilde..... | 145 30 | 1,528 87 | 7 78 | 14 | 571 85 | 17 25 | 4 99 | 1 86 | 52 50 | 3 75 | 3 75 |
| St. Hilarion..... | 328 69 | 8,485 83 | 36 13 | 84 | 1,070 65 | 100 81 | 23 40 | 0 95 | 148 50 | 120 00 | 15 00 |
| St. Hilarion Station..... | 234 26 | 4,497 92 | 16 43 | 67 | 1,290 16 | 180 81 | 12 90 | 2 71 | 6 98 50 | ..... | 7 50 |
| St. Hilarion Village..... | 98 | 3,014 76 | 41 91 | 56 | 1,821 19 | 101 38 | 9 28 | 0 89 | 35 00 | ..... | 2 50 |
| St. Honoré..... | 290 00 | 2,019 63 | 7 81 | 55 | 2,457 46 | 146 67 | 5 75 | 3 02 | 93 75 | ..... | 7 50 |
| St. Hubert..... | 114 00 | 277 45 | 1 77 | 10 | 142 87 | 19 83 | 0 77 | 0 24 | 58 50 | ..... | 3 75 |
| St. Hugues..... | 293 27 | 3,769 83 | 16 58 | 143 | 2,617 61 | 64 62 | 13 10 | 2 02 | 138 00 | ..... | 15 00 |
| St. Hyacinthe..... | 1,550 | 20,143 64 | 125 66 | 1,258 | 72,199 68 | 5,242 43 | 98 07 | 18 99 | 2,370 45 | 247 80 | ..... |
| St. Jerome..... | 7,823 66 | 2,196 00 | 11 22 | 120 | 4,824 98 | 78 98 | 7 35 | 1 53 | 70 50 | 8 00 | 7 50 |
| St. Jerome Station..... | 186 61 | 2,633 12 | 31 69 | 100 | 2,819 35 | 132 75 | 25 66 | 3 14 | 92 50 | ..... | 7 50 |
| St. Joseph, Dorchester..... | 188 75 | 1,463 55 | 5 83 | 113 | 2,473 31 | 53 10 | 4 57 | 0 90 | 79 50 | ..... | 7 50 |
| St. Joseph, LaPrairie..... | 176 89 | 6,530 40 | 31 88 | 226 | 5,989 85 | 464 06 | 19 81 | 1 59 | 198 75 | ..... | 22 50 |
| St. Jacques..... | 493 86 | 1,539 61 | 6 90 | 8 | 127 79 | 40 85 | 4 22 | 0 84 | 51 00 | ..... | 3 75 |
| St. Jean..... | 106 31 | 2,566 79 | 168 05 | 1,637 | 22,412 04 | 2,351 27 | 81 63 | 8 40 | 2,143 50 | 7 50 | ..... |
| St. Jean de Matla..... | 7,045 36 | 4,371 24 | 23 54 | 193 | 4,361 92 | 29 89 | 24 02 | 1 61 | 87 00 | 37 50 | 7 50 |
| St. Jean de Matla..... | 196 56 | 2,436 27 | 10 31 | 35 | 836 35 | 73 98 | 6 70 | 1 64 | 60 50 | ..... | 3 75 |
| St. Jean d'Orleans..... | 441 25 | 4,884 35 | 22 40 | 28 | 799 80 | 547 02 | 14 13 | 2 62 | 59 00 | 6 00 | 3 75 |
| St. Jean L'Evangeliste..... | 117 19 | 5,048 16 | 26 43 | 305 | 5,764 00 | 517 06 | 19 65 | 5 03 | 240 00 | ..... | 26 25 |
| St. Jean, Port-Joli..... | 548 11 | 1,332 18 | 16 48 | 167 | 3,329 06 | 397 07 | 14 82 | 3 41 | 125 00 | ..... | 7 50 |
| St. Jerome..... | 2,475 25 | 13,470 77 | 81 48 | 2,163 | 15,882 59 | 2,571 82 | 42 80 | 7 81 | 860 25 | 28 50 | ..... |
| St. Joachim de Montmorancy..... | 95 25 | 1,632 28 | 4 63 | 41 | 2,337 99 | 57 00 | 2 83 | 0 68 | 47 50 | ..... | 3 75 |
| St. Joseph d'Abou..... | 358 48 | 2,267 96 | 4 80 | 46 | 1,602 16 | 92 31 | 4 26 | 4 42 | 126 00 | 32 50 | 11 25 |
| St. Joseph de Beauce..... | 1,252 62 | 7,196 92 | 43 32 | 568 | 13,482 12 | 2,032 81 | 23 03 | 6 06 | 415 50 | 1 50 | 15 00 |
| St. Joseph de St. Hyacinthe..... | 153 | 4,832 67 | 19 50 | 7 | 127 40 | 10 50 | 13 28 | 0 65 | 115 50 | ..... | 11 25 |
| St. Louis..... | 543 04 | 19,452 55 | 85 29 | 263 | 4,108 58 | 233 30 | 54 31 | 6 29 | 223 50 | ..... | 22 50 |
| St. Lud..... | 238 75 | 6,769 36 | 27 75 | 67 | 2,386 63 | 33 18 | 22 32 | 1 12 | 99 00 | ..... | 11 25 |
| St. Madeleine..... | 112 13 | 1,426 30 | 6 56 | 12 | 306 68 | 69 67 | 3 98 | 2 09 | 45 00 | ..... | 3 75 |
| St. Julien..... | 316 | 7,971 09 | 35 32 | 165 | 2,897 68 | 114 38 | 23 91 | 2 89 | 101 25 | ..... | 7 50 |
| St. Justine..... | 259 24 | 1,332 18 | 16 48 | 167 | 3,329 06 | 397 07 | 14 82 | 3 41 | 125 00 | ..... | 7 50 |
| St. Justine de Newton..... | 249 04 | 8,457 40 | 38 32 | 55 | 837 27 | 94 60 | 24 14 | 1 31 | 66 00 | 6 00 | 7 50 |
| St. Justine Station..... | 149 70 | 969 49 | 5 41 | 10 | 161 23 | 17 50 | 3 01 | 0 15 | 60 00 | ..... | 3 75 |

a Non-accounting from September 1 to November 1, 1906.

b Including \$10 arrears.

c Including commission on box rents.

APPENDIX C—Continued
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commissions received from Public. | Number of Money Orders paid. | Total Amount of Postal Notes paid. | | Compen- sation paid to Post- masters on M. O. business. | Compen- sation paid to Post- masters on S. B. business. | Salary. | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. |
|--|-----------------------|--------------------------------|--------------------------------------|-------|---|------------------------------|------------------------------------|----------|---|---|---------|----------------------|---|
| | | | § | cts. | | | § | cts. | | | | | |
| St. Lambert (Chambly) | 875 26 | 60 | 420 | 32 | 7 10 | 67 | 897 37 | 87 65 | 3 61 | 306 00 | 30 00 | 30 00 | |
| St. Laurent d'Orleans | 150 07 | 51 | 427 08 | 4 83 | 4 83 | 39 | 953 58 | 65 57 | 2 66 | 54 00 | 54 00 | 3 75 | |
| St. Laurent, Montreal | 1,071 69 | 357 | 4,637 00 | 27 77 | 269 | 269 | 5,000 72 | 244 00 | 20 00 | 348 00 | 348 00 | 45 00 | |
| St. Lazare de Bellechasse | 1,475 16 | 75 | 2,341 90 | 9 42 | 72 | 72 | 2,338 84 | 46 27 | 11 15 | 67 50 | 67 50 | 3 75 | |
| St. Leon | 188 49 | 94 | 2,232 55 | 9 92 | 41 | 41 | 836 70 | 58 29 | 6 26 | 81 50 | 81 50 | 6 25 | |
| St. Leonard d'Aston | 409 19 | 139 | 6,127 91 | 23 06 | 139 | 139 | 2,397 19 | 375 23 | 20 34 | 162 00 | 162 00 | 15 00 | |
| St. Leonard de Portneuf | 77 60 | 224 | 6,259 22 | 25 92 | 34 | 34 | 731 37 | 0 50 | 17 96 | 39 00 | 39 00 | 3 75 | |
| St. Lilloire | 343 18 | 159 | 3,337 51 | 15 55 | 104 | 104 | 2,235 24 | 232 55 | 11 69 | 147 50 | 147 50 | 13 75 | |
| St. Louis de Gonzague | 246 95 | 381 | 11,950 97 | 48 82 | 50 | 50 | 1,580 42 | 131 45 | 33 20 | 97 50 | 97 50 | 7 50 | |
| St. Louis de Ha Ha | 106 95 | 134 | 2,605 48 | 12 90 | 30 | 30 | 713 25 | 46 00 | 7 33 | 64 00 | 64 00 | 3 75 | |
| St. Louise | 201 40 | 139 | 3,401 77 | 15 22 | 54 | 54 | 1,328 72 | 124 87 | 10 34 | 101 00 | 101 00 | 10 00 | |
| St. Luce Station | 213 13 | 191 | 4,907 40 | 21 86 | 111 | 111 | 2,063 23 | 249 57 | 14 31 | 91 50 | 12 00 | 7 50 | |
| St. Ludger | 228 19 | 457 | 13,354 45 | 56 61 | 41 | 41 | 1,398 80 | 218 15 | 37 42 | 88 50 | 88 50 | 7 50 | |
| St. Madeleine | 249 63 | 98 | 3,434 63 | 13 44 | 29 | 29 | 996 42 | 201 25 | 9 58 | 121 50 | 121 50 | 11 25 | |
| St. Magloire | 166 93 | 200 | 3,904 11 | 19 16 | 52 | 52 | 1,218 82 | 81 57 | 13 01 | 72 00 | 72 00 | 3 75 | |
| St. Malachie | 188 44 | 156 | 3,611 75 | 16 63 | 36 | 36 | 983 11 | 44 84 | 11 47 | 85 00 | 48 00 | 7 50 | |
| St. Marc | 135 29 | 249 | 5,803 45 | 24 84 | 42 | 42 | 662 78 | 96 91 | 16 41 | 65 00 | 65 00 | 6 25 | |
| St. Marguerite de Dor- chester | 195 96 | 142 | 2,795 08 | 13 34 | 88 | 88 | 4,187 35 | 134 40 | 7 89 | 66 00 | 66 00 | 7 50 | |
| St. Marie, Beauce | 1,303 90 | 193 | 3,558 68 | 19 12 | 921 | 921 | 24,753 82 | 2,072 60 | 11 52 | 468 00 | 16 50 | 60 00 | |
| St. Martin | 151 33 | 91 | 2,240 27 | 10 13 | 65 | 65 | 1,508 84 | 12 81 | 6 39 | 64 50 | 64 50 | 3 75 | |
| St. Martin | 512 18 | 79 | 2,107 62 | 9 11 | 132 | 132 | 2,541 85 | 196 47 | 6 49 | 170 00 | 170 00 | 17 50 | |
| St. Maurice | 213 51 | 221 | 5,427 16 | 23 46 | 75 | 75 | 1,718 40 | 111 39 | 15 89 | 91 50 | 91 50 | 7 50 | |
| St. Michel de Bellechasse | 354 58 | 317 | 7,193 03 | 32 22 | 156 | 156 | 3,384 23 | 234 91 | 22 84 | 126 00 | 126 00 | 11 25 | |
| St. Moise Station | 284 36 | 124 | 2,062 51 | 10 39 | 24 | 24 | 420 06 | 117 05 | 5 68 | 138 75 | 21 00 | 15 00 | |
| St. Monique de Nicolet | 265 71 | 97 | 2,163 84 | 9 50 | 70 | 70 | 1,487 96 | 185 43 | 8 06 | 126 00 | 126 00 | 11 25 | |
| St. Narcisse | 290 37 | 431 | 9,215 56 | 42 68 | 98 | 98 | 3,120 39 | 80 31 | 27 27 | 139 50 | 139 50 | 15 00 | |
| St. Norbert | 170 06 | 345 | 7,573 43 | 34 19 | 66 | 66 | 2,286 81 | 43 74 | 25 76 | 94 50 | 94 50 | 7 50 | |
| St. Norbert d'Arthabaska | 147 10 | 84 | 2,796 91 | 10 73 | 91 | 91 | 1,989 06 | 329 30 | 9 06 | 64 00 | 2 25 | 3 75 | |
| St. Octave | 259 15 | 362 | 7,315 73 | 34 37 | 130 | 130 | 2,297 31 | 353 89 | 21 51 | 121 00 | 121 00 | 11 25 | |
| St. Odilon | 153 27 | 115 | 1,830 51 | 9 42 | 24 | 24 | 461 77 | 98 13 | 5 87 | 69 00 | 69 00 | 7 50 | |
| St. Ours | 579 11 | 576 | 14,512 80 | 61 61 | 224 | 224 | 5,047 19 | 469 05 | 17 19 | 246 00 | 9 00 | 26 25 | |
| St. Facome | 436 61 | 743 | 11,897 76 | 61 22 | 154 | 154 | 3,779 62 | 62 10 | 35 34 | 202 50 | 202 50 | 22 50 | |

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| | | | | | | | | | | | | | |
|----------------------------------|----------|-------|-----------|--------|-----|----------|----------|-------|-------|--------|------|--------|-------|
| St. Pauphile | 384 75 | 321 | 8,809 98 | 38 32 | 57 | 1,662 07 | 88 55 | 24 56 | | 0 28 | 5 86 | 147 50 | 15 00 |
| St. Paschal | 634 36 | 392 | 7,792 92 | 37 80 | 251 | 5,445 61 | 255 43 | 27 00 | | | 7 72 | 279 00 | 30 00 |
| St. Paul | 1,016 38 | 395 | 3,232 25 | 40 53 | 37 | 745 51 | 100 35 | 9 74 | ..... | ..... | 1 33 | 300 00 | 30 00 |
| St. Paul de Chasteler | 226 62 | 241 | 3,232 37 | 22 66 | 78 | 1,973 88 | 174 92 | 17 12 | ..... | ..... | 2 05 | 100 50 | 10 00 |
| St. Paul de Buteau | 121 62 | 237 | 6,051 98 | 14 33 | 36 | 1,131 61 | 50 40 | 18 49 | ..... | ..... | 1 73 | 52 50 | 3 75 |
| St. Paulin | 243 90 | 119 | 3,358 37 | 14 33 | 73 | 1,677 19 | 162 50 | 10 78 | ..... | ..... | 1 37 | 112 50 | 11 25 |
| St. Paul l'Ermitie | 114 30 | 118 | 4,264 40 | 16 18 | 13 | 284 23 | 111 82 | 11 81 | ..... | ..... | 1 65 | 57 00 | 3 75 |
| St. Piere | 151 47 | 244 | 9,147 01 | 34 91 | 38 | 1,053 29 | 59 66 | 25 73 | ..... | ..... | 3 51 | 65 00 | 6 25 |
| St. Philomen | 163 49 | 161 | 4,741 73 | 20 35 | 50 | 1,027 23 | 127 40 | 15 10 | ..... | ..... | 3 14 | 69 00 | 7 50 |
| St. Philippe d'Argentueil | 258 96 | 475 | 10,038 42 | 45 42 | 80 | 1,790 82 | 112 30 | 28 51 | ..... | 38 01 | 1 36 | 112 50 | 11 25 |
| St. Philippe de Laprairie | 232 12 | 131 | 3,465 31 | 11 92 | 15 | 2,061 21 | 106 51 | 9 67 | ..... | ..... | 1 82 | 105 00 | 11 25 |
| St. Philippe de Nery | 208 08 | 485 | 12,918 10 | 51 71 | 125 | 3,865 86 | 342 13 | 39 47 | ..... | ..... | 3 96 | 90 00 | 7 50 |
| St. Philomen | 93 71 | 41 | 864 00 | 3 65 | 12 | 162 95 | 39 70 | 2 50 | ..... | ..... | 1 50 | 45 00 | 3 75 |
| St. Philomen de Par tierville | 127 81 | 220 | 4,281 36 | 20 48 | 71 | 1,895 31 | 85 12 | 45 57 | ..... | 1 10 | 1 75 | 56 25 | 3 75 |
| St. Pie | 388 60 | 676 | 11,355 08 | 62 51 | 211 | 1,183 23 | 258 69 | 42 65 | ..... | 162 89 | 3 05 | 174 00 | 18 75 |
| St. Pierre Baptiste | 490 22 | 108 | 2,357 67 | 10 60 | 34 | 610 15 | 71 59 | 7 33 | ..... | ..... | 1 66 | 60 00 | 3 75 |
| St. Pierre les Becquets | 172 46 | 303 | 6,397 85 | 29 86 | 131 | 2,956 15 | 291 59 | 20 81 | ..... | ..... | 3 25 | 252 50 | 18 75 |
| St. Pierre, Montmagny | 231 23 | 239 | 4,219 27 | 19 71 | 88 | 2,656 33 | 117 21 | 13 76 | ..... | ..... | 1 03 | 112 50 | 11 25 |
| St. Placide | 142 75 | 30 | 877 81 | 3 41 | 57 | 1,368 97 | 210 70 | 2 41 | ..... | ..... | 0 53 | 71 25 | 7 50 |
| St. Polycarpe | 376 60 | 551 | 8,081 91 | 42 65 | 169 | 2,541 05 | 191 82 | 24 21 | ..... | ..... | 3 25 | 120 00 | 11 25 |
| St. Prime | 159 65 | 343 | 11,260 22 | 46 05 | 51 | 1,651 19 | 131 47 | 31 16 | ..... | ..... | 3 25 | 81 00 | 7 50 |
| St. Prosper | 283 61 | 512 | 10,191 11 | 46 67 | 61 | 2,020 67 | 66 15 | 28 38 | ..... | ..... | 0 71 | 93 75 | 7 50 |
| St. Prosper de Dorechester | 148 42 | 45 | 4,290 60 | 5 51 | 11 | 246 37 | 86 30 | 3 89 | ..... | ..... | 3 45 | 57 50 | 3 75 |
| St. Raphael East | 289 30 | 385 | 12,736 33 | 51 37 | 262 | 5,173 12 | 310 65 | 43 35 | ..... | ..... | 5 46 | 141 00 | 11 25 |
| St. Raymond | 883 20 | 986 | 19,838 53 | 95 09 | 291 | 1,530 51 | 300 65 | 56 32 | ..... | 17 96 | 9 98 | 327 00 | 30 00 |
| St. Remi | 816 35 | 916 | 23,018 70 | 98 78 | 700 | 8,962 48 | 1,970 21 | 70 55 | ..... | 28 26 | 1 53 | 316 50 | 30 00 |
| St. Remi d'Andelus | 254 82 | 359 | 11,384 06 | 46 02 | 43 | 1,172 31 | 49 78 | 31 30 | ..... | ..... | 2 08 | 84 00 | 7 50 |
| St. Remi de Tingwick | 124 97 | 168 | 6,154 09 | 23 19 | 45 | 510 00 | 81 35 | 17 55 | ..... | ..... | 1 01 | 56 25 | 3 75 |
| St. Roch des Athanas | 170 50 | 121 | 2,687 90 | 12 70 | 87 | 3,212 65 | 127 82 | 12 99 | ..... | ..... | 3 45 | 72 00 | 7 50 |
| St. Roch l'Alouan | 191 72 | 267 | 6,251 28 | 26 89 | 96 | 1,802 68 | 153 40 | 17 19 | ..... | ..... | 1 37 | 82 50 | 7 50 |
| St. Romuald d'Etchemin | 730 96 | 682 | 11,222 31 | 56 04 | 324 | 6,069 90 | 327 52 | 34 98 | ..... | ..... | 3 30 | 271 50 | 30 00 |
| St. Rosaire | 132 10 | 166 | 3,383 31 | 16 53 | 47 | 929 46 | 51 60 | 11 47 | ..... | ..... | 2 63 | 51 00 | 3 75 |
| St. Rose | 418 23 | 309 | 6,756 68 | 32 24 | 93 | 1,373 47 | 158 20 | 18 60 | ..... | ..... | 1 10 | 213 00 | 22 50 |
| St. Rose du Dargale | 295 73 | 191 | 3,919 56 | 15 85 | 33 | 872 59 | 79 76 | 8 44 | ..... | ..... | 3 03 | 148 50 | 15 00 |
| St. Samuel de Gayhurst | 188 25 | 246 | 8,457 55 | 31 10 | 41 | 1,350 89 | 161 36 | 23 69 | ..... | ..... | 8 31 | 118 00 | 10 00 |
| St. Saviour des Mon tagnes | 174 43 | 150 | 2,391 08 | 12 76 | 65 | 1,560 74 | 58 24 | 6 58 | ..... | ..... | 0 65 | 82 50 | 7 50 |
| St. Scholastique | 737 80 | 500 | 5,935 73 | 34 31 | 358 | 6,261 13 | 482 79 | 17 81 | ..... | 47 50 | 1 91 | 300 00 | 30 00 |
| St. Sebastien de Beauce | 214 91 | 83 | 2,352 65 | 10 17 | 42 | 1,370 85 | 141 61 | 7 63 | ..... | ..... | 5 72 | 102 50 | 10 00 |
| St. Simon de Rimouski | 155 28 | 171 | 3,141 32 | 11 38 | 61 | 1,309 95 | 72 00 | 9 08 | ..... | ..... | 1 56 | 67 50 | 3 75 |
| St. Simon de Yamaska | 183 35 | 241 | 9,099 83 | 31 67 | 43 | 1,039 10 | 64 36 | 25 91 | ..... | ..... | 2 01 | 78 75 | 7 50 |
| St. Sophie de Levard | 278 19 | 130 | 4,153 67 | 17 73 | 63 | 1,563 95 | 148 46 | 14 26 | ..... | ..... | 1 62 | 124 00 | 11 25 |
| St. Stanislas de Chan plain | 585 60 | 1,067 | 27,910 88 | 140 34 | 112 | 3,545 26 | 182 65 | 77 00 | ..... | ..... | 1 47 | 172 50 | 18 75 |
| St. Stanislas de Kostka | 506 52 | 1,222 | 3,562 76 | 15 29 | 41 | 811 15 | 44 85 | 10 47 | ..... | ..... | 1 46 | 210 00 | 22 50 |
| St. Sylvester | 142 21 | 83 | 2,130 37 | 9 12 | 47 | 1,393 65 | 11 80 | 5 45 | ..... | ..... | 1 89 | 48 75 | 3 75 |
| St. Sylvester, East | 275 29 | 412 | 8,645 82 | 41 23 | 126 | 3,127 08 | 71 71 | 29 11 | ..... | ..... | 3 11 | 105 00 | 11 25 |
| St. Tephlore | 150 89 | 103 | 3,688 99 | 14 73 | 35 | 646 02 | 92 15 | 10 45 | ..... | ..... | 6 29 | 71 00 | 6 25 |

α Including 25 cents arrears.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M.O. business. | | Compensation paid to Postmasters on P.N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|---------------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|--|-------|--|-------|---------|--------------------|---|
| | | | | | | | £ | cts. | £ | cts. | | | |
| Stc. Thede | 402 82 | 986 | 21,957 93 | 134 89 | 95 | 2,175 61 | 68 76 | 4 02 | 156 00 | 12 00 | 15 00 | | |
| Stc. Thede Station | 230 05 | 225 | 7,019 53 | 31 68 | 16 | 500 81 | 19 81 | 1 45 | 81 00 | | 7 50 | | |
| Stc. Thereso de Beauville | 1,263 02 | 684 | 5,365 38 | 48 86 | 328 | 5,935 33 | 24 97 | 15 91 | 418 50 | | 45 00 | | |
| Stc. Timothée | 230 62 | 168 | 1,384 52 | 19 62 | 29 | 724 45 | 12 21 | 2 45 | 90 00 | | 7 50 | | |
| Stc. Titc | 715 81 | 736 | 29,916 36 | 91 37 | 196 | 4,656 53 | 61 13 | 9 08 | 277 50 | | 30 00 | | |
| Stc. Ubalde | 1,715 91 | 297 | 9,087 02 | 37 90 | 90 | 2,159 38 | 25 09 | 9 33 | 123 00 | 2 25 | 10 00 | | |
| Stc. Uban de Charlevoix | 132 26 | 124 | 3,051 89 | 13 15 | 62 | 1,477 39 | 10 48 | 1 10 | 51 00 | | 3 75 | | |
| Stc. Ursule | 161 00 | 244 | 1,764 05 | 21 89 | 46 | 1,271 35 | 13 12 | 0 71 | 71 00 | | 3 75 | | |
| Stc. Valerien | 209 01 | 6 | 88 58 | 0 50 | 1 | 5 27 | 0 21 | 0 78 | 87 00 | | 7 50 | | |
| Stc. Vallier | 205 71 | 394 | 6,525 11 | 28 64 | 234 | 3,522 01 | 19 38 | 1 37 | 78 75 | | 7 50 | | |
| Stc. Vallier Station | 165 00 | 57 | 1,929 31 | 7 75 | 25 | 756 53 | 5 49 | 1 54 | 48 00 | | 3 75 | | |
| Stc. Victor de Ting | 337 18 | 364 | 9,613 76 | 42 25 | 83 | 2,163 08 | 27 40 | 6 36 | 162 50 | 8 25 | 17 50 | | |
| Stc. Vincent de Paul | 338 25 | 285 | 3,980 97 | 23 49 | 116 | 1,765 11 | 11 21 | 4 12 | 157 50 | | 15 00 | | |
| Stc. Wenceslas | 191 97 | 231 | 6,519 97 | 28 36 | 101 | 3,127 38 | 23 50 | 4 58 | 87 50 | | 7 50 | | |
| Stc. Zacharie | 244 11 | 42 | 1,361 83 | 5 42 | 18 | 404 78 | 3 81 | 3 72 | 111 00 | 3 75 | 11 25 | | |
| Stc. Zephirin | 251 63 | 363 | 8,077 71 | 33 25 | 56 | 2,194 31 | 23 77 | 0 51 | 98 00 | | 7 50 | | |
| Sandy Bay | 263 32 | 192 | 1,928 31 | 21 80 | 141 | 3,340 21 | 16 42 | 17 50 | 145 00 | | 13 75 | | |
| Sans Terre | 345 13 | 8 | 261 00 | 0 93 | 11 | 214 57 | 1 30 | 1 30 | 99 00 | | 11 25 | | |
| Sault au Recollet | 396 51 | 48 | 911 26 | 5 08 | 98 | 1,338 15 | 4 16 | 0 36 | 165 00 | 2 25 | 18 75 | | |
| Sawyer | 728 66 | 329 | 7,763 01 | 35 47 | 296 | 1,834 90 | 25 47 | 1 92 | 282 00 | 8 25 | 30 00 | | |
| Sawyer | 209 43 | 257 | 3,212 91 | 18 57 | 61 | 1,035 40 | 9 73 | 2 31 | 105 00 | | 10 00 | | |
| Sayabec | 557 25 | 543 | 8,805 65 | 46 19 | 32 | 795 57 | 25 03 | 4 70 | 229 50 | 18 00 | 22 50 | | |
| Sayabec Station | 913 66 | 898 | 9,981 95 | 67 32 | 239 | 3,535 47 | 32 82 | 2 26 | 316 50 | 58 50 | 30 00 | | |
| Scotstown | 397 10 | 318 | 6,454 71 | 30 86 | 96 | 2,670 25 | 21 81 | 2 68 | 165 00 | | 18 75 | | |
| Scott Junction | 379 95 | 92 | 2,659 82 | 11 71 | 108 | 1,890 63 | 7 37 | 2 25 | 138 00 | 10 50 | 15 00 | | |
| Shawbridge | 343 02 | 397 | 11,619 69 | 47 06 | 135 | 3,939 02 | 33 42 | 2 29 | 126 00 | 7 50 | 11 25 | | |
| Shawwanagan | 2,653 02 | 3,682 | 72,863 50 | 417 09 | 412 | 7,676 67 | 292 80 | 7 30 | 598 50 | 3 00 | 75 00 | | |
| Shawwanagan Falls | 1,312 12 | 925 | 15,011 46 | 79 21 | 396 | 7,926 42 | 42 60 | 6 91 | 433 50 | 30 00 | 60 00 | | |
| Shawville | 822,639 60 | | | | | 1,067 79 | | | | | | | |
| Shawville | | | | | | | | | | | | | |
| Head Office | 18,469 31 | 1,265 | 17,045 01 | 130 10 | 6,321 | 101,076 23 | 11,460 63 | | 6 | | 6 73 | 75 00 | |
| East Sherbrooke | 2,484 91 | 3 | 108 56 | 0 50 | 168 | 2,464 80 | 471 42 | | 547 50 | | | 45 00 | |
| South Sherbrooke | 1,685 38 | 195 | 1,814 61 | 11 55 | 97 | 798 07 | 132 30 | | 397 50 | | | | |

* Divided as follows:

SESSIONAL PAPER No. 24

| | | | | | | | | | | |
|----------------------|----------|-------|-----------|--------|-------|-----------|----------|-------|-----------|--------|
| Sherrington | 230 04 | 4 | 199 60 | 0 66½ | 38 | 610 78 | 2 95 | 0 55 | 101 25 | 11 25 |
| Sillery | 166 69 | 20 | 539 51 | 2 48 | 38 | 610 78 | 60 40 | 1 60 | 71 25 | 7 50 |
| Smith's Mills | 186 45 | 51 | 442 87 | 2 88 | 50 | 642 89 | 45 70 | 1 72 | 89 50 | 5 25 |
| Sorel | 3,628 64 | 1,587 | 26,525 38 | 140 22 | 1,279 | 25,229 25 | 1,530 02 | 92 10 | 21,062 75 | 180 00 |
| South Bolton | 435 54 | 60 | 1,568 30 | 6 90 | 19 | 545 22 | 55 25 | 5 40 | 63 00 | 6 00 |
| South Durham | 689 86 | 517 | 12,531 78 | 55 73 | 106 | 2,486 58 | 196 90 | 37 74 | 2,373 75 | 9 00 |
| South Quebec | 281 87 | 137 | 2,215 11 | 12 88 | 46 | 125 09 | 113 28 | 6 28 | 232 91 | 23 75 |
| South Roxton | 241 68 | 83 | 1,772 96 | 8 46 | 9 | 181 50 | 23 30 | 5 08 | 108 75 | 11 25 |
| South Stankely | 215 80 | 332 | 8,388 56 | 37 97 | 39 | 429 75 | 96 86 | 23 63 | 88 00 | 7 50 |
| Stambridge East | 562 46 | 362 | 3,465 13 | 22 28 | 126 | 1,873 83 | 145 62 | 12 11 | 228 00 | 22 50 |
| Stambridge Station | 210 32 | 71 | 316 75 | 2 95 | 33 | 522 52 | 26 55 | 1 31 | 97 50 | 7 50 |
| Standon | 168 08 | 26 | 1,161 59 | 1 26 | 8 | 155 30 | 60 65 | 3 52 | 114 00 | 7 50 |
| Stanford | 629 49 | 446 | 10,161 75 | 45 72 | 257 | 5,372 54 | 779 90 | 34 13 | 295 00 | 54 00 |
| Stanstead | 1,611 61 | 891 | 7,201 63 | 54 56 | 363 | 3,865 24 | 371 73 | 10 44 | 333 75 | 30 00 |
| Stanstead Junction | 261 54 | 179 | 3,758 55 | 20 97 | 17 | 285 52 | 37 75 | 10 44 | 78 75 | 13 50 |
| Stonemfield | 132 59 | 125 | 1,992 83 | 10 47 | 22 | 306 91 | 51 83 | 5 52 | 67 50 | 3 00 |
| Sutton | 1,614 89 | 635 | 7,659 69 | 46 39 | 272 | 3,186 33 | 358 72 | 26 49 | 540 00 | 9 00 |
| Sutton Junction | 404 42 | 91 | 1,728 85 | 7 99 | 18 | 216 73 | 35 70 | 1 88 | 142 50 | 15 00 |
| Sweetsburg | 514 34 | 157 | 3,074 45 | 15 51 | 135 | 1,671 23 | 268 01 | 8 89 | 229 50 | 22 50 |
| Tadoussac | 536 04 | 787 | 26,357 61 | 104 31 | 90 | 2,971 77 | 302 37 | 7 06 | 312 50 | 18 75 |
| Tarouac | 2,126 59 | 417 | 5,139 19 | 30 07 | 223 | 2,975 85 | 433 50 | 15 25 | 620 25 | 3 00 |
| Trois Pistoles | 185 69 | 188 | 4,458 68 | 25 56 | 24 | 392 13 | 130 72 | 17 96 | 90 50 | 2 25 |
| Tessierville | 2,665 71 | 1,017 | 16,873 33 | 88 25 | 452 | 11,843 65 | 1,165 58 | 51 60 | 722 25 | 3 00 |
| Therford Mines | 325 06 | 740 | 11,345 12 | 59 55 | 160 | 4,063 69 | 378 87 | 32 18 | 234 75 | 22 50 |
| Thurso | 230 04 | 412 | 11,065 10 | 47 06 | 107 | 2,703 87 | 133 53 | 33 00 | 97 50 | 7 50 |
| Tungwick | 204 23 | 39 | 972 61 | 1 17 | 6 | 207 90 | 15 40 | 2 67 | 97 50 | 7 50 |
| Tremblay | 161 89 | 134 | 2,914 17 | 13 64 | 10 | 165 65 | 33 10 | 8 01 | 79 50 | 7 50 |
| Tring Junction | 795 46 | 475 | 7,445 10 | 11 61 | 227 | 4,648 01 | 688 18 | 23 01 | 357 00 | 30 00 |
| Valleyfield | 8,375 81 | 1,741 | 23,459 22 | 132 71 | 3,704 | 68,706 41 | 8,171 73 | 2 01 | 2,204 42 | 22 50 |
| Trois Rivières | 292 12 | 162 | 2,323 29 | 12 17 | 72 | 1,313 90 | 187 20 | 6 94 | 127 50 | 11 25 |
| Upton | 614 36 | 598 | 11,388 18 | 53 69 | 240 | 5,719 32 | 335 65 | 38 60 | 256 50 | 26 25 |
| Verdun | 3,191 41 | 68 | 1,672 64 | 197 00 | 11 | 672 64 | 197 00 | 11 63 | 133 50 | 13 75 |
| Valecourt | 4,512 87 | 1,926 | 25,460 75 | 164 31 | 1,381 | 21,728 85 | 2,071 15 | 85 30 | 2,252 50 | 30 00 |
| Varennes | 383 29 | 362 | 9,914 62 | 41 76 | 164 | 3,770 58 | 200 71 | 28 69 | 177 00 | 18 75 |
| Vaudreuil | 319 08 | 299 | 5,069 11 | 25 52 | 150 | 2,410 18 | 185 15 | 11 45 | 111 00 | 15 00 |
| Verchères | 321 63 | 263 | 6,107 60 | 27 66 | 190 | 2,604 19 | 188 20 | 17 40 | 124 50 | 11 25 |
| Verdun | 990 97 | 463 | 3,183 48 | 34 82 | 47 | 579 33 | 124 40 | 10 67 | 252 50 | 26 25 |
| Victoriaville | 3,625 33 | 1,670 | 15,322 74 | 81 71 | 1,331 | 35,846 81 | 3,272 89 | 69 48 | 918 50 | 60 00 |
| Village des Aulnaies | 178 26 | 35 | 1,583 00 | 5 90 | 17 | 1,046 48 | 165 33 | 4 43 | 82 50 | 7 50 |
| Village Richelieu | 251 41 | 215 | 4,499 14 | 20 30 | 53 | 882 65 | 19 04 | 13 81 | 100 50 | 4 25 |
| Ville Marie | 785 01 | 1,075 | 19,910 91 | 96 44 | 183 | 5,707 16 | 373 11 | 56 68 | 273 00 | 26 25 |
| Wakefield | 479 47 | 274 | 8,571 74 | 34 90 | 82 | 1,571 45 | 299 63 | 24 01 | 210 00 | 22 50 |
| Warwick | 870 83 | 618 | 15,311 57 | 65 66 | 399 | 11,049 57 | 843 38 | 49 84 | 351 75 | 30 00 |
| Waterloo East | 2,309 70 | 792 | 7,565 37 | 47 75 | 939 | 13,067 55 | 2,341 71 | 29 92 | 769 50 | 5 25 |
| Waterloo West | 1,423 78 | 570 | 8,358 06 | 56 69 | 248 | 3,900 28 | 338 70 | 26 49 | 481 50 | 60 00 |
| Weldon Station | 411 49 | 531 | 9,925 21 | 47 96 | 122 | 2,489 66 | 310 40 | 31 83 | 201 00 | 21 25 |
| Weir | 168 95 | 174 | 3,639 18 | 15 10 | 7 | 135 60 | 37 60 | 8 50 | 42 00 | 3 75 |

a Including commission on box rents.
 b Salary, etc., entered in Auditor General's Report.
 c Including \$10 arrears.
 d Including \$10 arrears.
 e Including \$7.50 arrears night duty.
 f Including commission on box rents.
 g Including from March 1, 1907.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | | Forward Allowance. | | Allowance towards Rent, Fuel and Light. | | |
|---|-----------------------|------|--------------------------------|-----------|--------------------------------------|--------|--|-----------|------------------------------|---------|------------------------------------|---------|------------------------------------|-------|---|--------|---|------|---------|---------|--------------------|-------|---|--------|----|
| | % | cts. | | | % | cts. | % | cts. | | | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | |
| West Bromo..... | 189 | 71 | 1,911 | 04 | 9 | 41 | 25 | 341 | 85 | 5 | 68 | 87 | 20 | 3 | 18 | 43 | 00 | 3 | 75 | 7 | 50 | | | | |
| West Broughton..... | 146 | 78 | 4,815 | 55 | 19 | 32 | 23 | 789 | 89 | 14 | 50 | 67 | 70 | 5 | 33 | 75 | 00 | 5 | 25 | 7 | 50 | | | | |
| Westmount..... | 6,223 | 03 | 19,498 | 92 | 192 | 13 | 548 | 7,836 | 51 | 61 | 26 | 1,352 | 79 | 8 | 08 | 375 | 00 | 8 | 08 | | | | | | |
| West Shefford..... | 490 | 69 | 1,881 | 33 | 8 | 81 | 87 | 1,452 | 44 | 6 | 87 | 291 | 92 | 5 | 19 | 210 | 00 | 5 | 09 | | | | | | |
| Wickham West..... | 316 | 09 | 4,185 | 85 | 20 | 58 | 105 | 2,071 | 33 | 13 | 95 | 84 | 09 | 6 | 88 | 129 | 00 | 6 | 88 | | | | | | |
| Windsor Mills..... | 1,811 | 23 | 1,211 | 20 | 71 | 25 | 476 | 7,567 | 11 | 18 | 91 | 770 | 21 | 18 | 21 | 663 | 75 | 18 | 21 | 663 | 75 | 75 | 00 | | |
| Wolburn..... | 115 | 65 | 3,309 | 51 | 15 | 24 | 15 | 221 | 08 | 38 | 31 | 38 | 31 | 9 | 09 | 36 | 00 | 2 | 82 | 3 | 75 | | | | |
| Wolfstown..... | 173 | 28 | 3,110 | 33 | 14 | 79 | 26 | 813 | 40 | 11 | 60 | 113 | 60 | 9 | 93 | 97 | 50 | 2 | 44 | 97 | 50 | 7 | 50 | | |
| Wotton..... | 405 | 93 | 8,727 | 01 | 43 | 62 | 141 | 3,483 | 96 | 26 | 25 | 262 | 25 | 27 | 45 | 162 | 90 | 5 | 21 | 162 | 90 | 16 | 50 | | |
| Yamachiche..... | 754 | 93 | 1,022 | 25 | 21 | 23 | 237 | 5,740 | 35 | 17 | 69 | 313 | 62 | 17 | 69 | 298 | 50 | 2 | 43 | 298 | 50 | 49 | 50 | | |
| Yamaska East..... | 162 | 80 | 3,323 | 25 | 17 | 57 | 39 | 1,410 | 70 | 31 | 00 | 31 | 00 | 11 | 07 | 82 | 50 | 0 | 38 | 82 | 50 | 33 | 00 | | |
| Non-accounting Post Offices..... | 83,710 | 08 | | | | | | | | | | | | | | 42,855 | 71 | | | 911 | 13 | 1,722 | 67 | | |
| Less—Value of Postage Stamps affixed to Postal Notes..... | 1,229,854 | 73 | | | | | | | | | | | | | | | | | | | | | | | |
| Totals..... | 1,228,510 | 34 | 327,081 | 5,849,512 | 51 | 33,531 | 66 | 5,642,989 | 45 | 324,161 | 15,581 | 638,415 | 79 | 4,311 | 90 | 3,152 | 57 | | | 181,085 | 46 | 8,902 | 69 | 14,028 | 08 |

a Including \$7.50 arrears night duty. b Including \$15.41 arrears.

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APPENDIX C—Continued.

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on P.N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. | | | | | | |
|-------------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|------|---|------|--|------|---------|--------------------|---|------|------|-----|----|----|----|
| | cts. | cts. | | cts. | cts. | | | cts. | cts. | cts. | cts. | cts. | cts. | | | | cts. | cts. | | | | |
| Advocate Harbour..... | 599 | 90 | 717 | 10,808 | 11 | 51 | 64 | 4,211 | 73 | 36 | 68 | 1 | 93 | 210 | 00 | 37 | 50 | 22 | 50 | | | |
| Amherst..... | 14,138 | 23 | 4,036 | 56,650 | 06 | 330 | 74 | 87,566 | 50 | 166 | 17 | 34 | 16 | 63,156 | 00 | 120 | 00 | | | | | |
| Antigonish..... | 2,398 | 90 | 1,614 | 16,176 | 80 | 101 | 77 | 10,825 | 60 | 627 | 54 | 59 | 38 | 4 | 15 | 47 | 01 | 25 | 85 | 50 | | |
| Antigonish, e..... | 3,178 | 58 | 966 | 14,354 | 23 | 77 | 10 | 54,773 | 41 | 1,761 | 26 | 15 | 33 | 13 | 28 | 69 | 57 | 00 | 225 | 00 | | |
| Arcadia..... | 181 | 93 | 8 | 367 | 41 | 1 | 33 | 15 | 00 | 2 | 25 | 1 | 01 | 0 | 55 | 100 | 50 | 9 | 00 | 11 | 25 | |
| Arcadia, e..... | 681 | 61 | 967 | 13,695 | 70 | 72 | 73 | 18,211 | 58 | 278 | 43 | 72 | 23 | 2 | 38 | 63 | 45 | 75 | 36 | 40 | 11 | 25 |
| Ashby..... | 384 | 41 | 411 | 6,213 | 67 | 40 | 46 | 387 | 39 | 10 | 00 | 17 | 51 | 0 | 20 | 123 | 00 | 0 | 00 | 11 | 25 | |
| Asheville..... | 147 | 80 | 104 | 1,545 | 90 | 8 | 41 | 220 | 69 | 66 | 16 | 4 | 25 | 1 | 18 | 81 | 00 | 6 | 00 | 7 | 50 | |
| Auburn..... | 292 | 46 | 411 | 4,261 | 26 | 25 | 35 | 910 | 62 | 61 | 50 | 12 | 89 | 1 | 16 | 123 | 00 | 3 | 00 | 11 | 25 | |
| Avonport Station..... | 125 | 72 | 87 | 1,375 | 01 | 7 | 02 | 1,115 | 13 | 15 | 75 | 6 | 36 | 0 | 98 | 61 | 06 | 6 | 75 | 3 | 75 | |
| Aylsford..... | 688 | 88 | 878 | 12,518 | 42 | 65 | 74 | 5,845 | 36 | 199 | 86 | 38 | 69 | 2 | 71 | 288 | 75 | 33 | 00 | 30 | 00 | |
| Baddeck..... | 1,127 | 07 | 761 | 7,617 | 35 | 16 | 56 | 16,327 | 57 | 191 | 21 | 25 | 48 | 2 | 51 | 64 | 15 | 00 | 111 | 00 | 3 | 75 |
| Bailey's Brook..... | 161 | 78 | 18 | 672 | 91 | 6 | 01 | 874 | 08 | 80 | 37 | 2 | 72 | 1 | 56 | 38 | 50 | 3 | 75 | 3 | 75 | |
| Barrington..... | 462 | 67 | 623 | 6,882 | 36 | 40 | 48 | 6,836 | 25 | 135 | 34 | 28 | 25 | 1 | 80 | 258 | 00 | 150 | 00 | 22 | 50 | |
| Barrington Passage..... | 521 | 15 | 402 | 4,581 | 70 | 27 | 26 | 6,871 | 68 | 126 | 12 | 18 | 47 | 1 | 90 | 231 | 00 | 120 | 00 | 22 | 50 | |
| Barrowsfield..... | 98 | 11 | 74 | 740 | 49 | 4 | 63 | 288 | 10 | 6 | 40 | 0 | 19 | 0 | 19 | 31 | 00 | 0 | 00 | 3 | 75 | |
| Barrowsfield, e..... | 241 | 38 | 119 | 2,878 | 32 | 12 | 26 | 1,168 | 91 | 25 | 65 | 8 | 39 | 1 | 61 | 169 | 00 | 22 | 50 | 11 | 25 | |
| Barton..... | 139 | 10 | | | | | | | | | | | | | | 63 | 00 | 3 | 75 | 18 | 75 | |
| Bass River..... | 423 | 63 | 151 | 7,611 | 78 | 37 | 77 | 2,163 | 42 | 100 | 68 | 23 | 11 | 3 | 01 | 187 | 50 | 3 | 75 | 18 | 75 | |
| Bay River..... | 93 | 19 | 102 | 1,642 | 17 | 8 | 22 | 3,609 | 57 | 40 | 88 | 17 | 01 | 1 | 80 | 10 | 50 | 0 | 00 | 3 | 75 | |
| Beaver River..... | 1,221 | 03 | 1,121 | 11,136 | 25 | 68 | 20 | 8,455 | 63 | 261 | 30 | 47 | 01 | 2 | 45 | 420 | 00 | 68 | 00 | 45 | 00 | |
| Bellford..... | 424 | 12 | 258 | 2,610 | 91 | 18 | 61 | 1,276 | 10 | 128 | 21 | 9 | 11 | 1 | 31 | 187 | 50 | 19 | 50 | 18 | 75 | |
| Berwick..... | 1,520 | 51 | 1,015 | 12,280 | 27 | 70 | 10 | 9,780 | 51 | 528 | 37 | 42 | 57 | 1 | 38 | 193 | 00 | 48 | 00 | 60 | 00 | |
| Bill Town..... | 375 | 00 | 82 | 1,114 | 33 | 5 | 70 | 357 | 78 | 51 | 70 | 1 | 21 | 0 | 22 | 168 | 00 | 7 | 50 | 18 | 75 | |
| Blandford..... | 87 | 46 | 39 | 560 | 19 | 4 | 70 | 564 | 08 | 8 | 45 | 2 | 86 | 0 | 181 | 39 | 00 | 0 | 00 | 3 | 75 | |
| Boylston..... | 222 | 32 | 118 | 3,169 | 61 | 15 | 62 | 2,655 | 01 | 129 | 31 | 12 | 00 | 2 | 20 | 91 | 50 | 15 | 00 | 7 | 50 | |

a Including commission on box rents. b Including 50c. arrears. c Accounting from February 1, 1907. d Accounting from March 1, 1907.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—Continued.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | Total Amount of Post Notes paid. | Compensation paid to Postmasters on M. O. business. | Compensation paid to Postmasters on S. B. business. | Compensation paid to Postmasters on P. N. business. | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|-------------------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|----------------------------------|---|---|---|----------|--------------------|---|
| | § cts. | | § cts. | § cts. | | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. |
| Bridgport..... | 313 69 | 575 | 7,261 74 | 54 24 | 30 | 315 31 | 16 50 | 20 41 | 0 81 | 0 29 | 129 00 | ..... | 11 25 |
| Bridgetown..... | 2,395 14 | 1,163 | 12,890 35 | 77 08 | 1,079 | 15,143 90 | 805 46 | 56 42 | 1 66 | 4 28 | 723 00 | 42 00 | 105 00 |
| Bridgewater..... | 1,017 54 | 1,065 | 1,925 54 | 8 86 | 91 | 2,245 29 | 90 68 | 9 40 | 2 97 | 0 96 | 86 25 | ..... | 7 50 |
| Bridgewater (Queen's)..... | 3,862 61 | 2,656 | 42,439 59 | 221 47 | 1,151 | 22,340 40 | 792 56 | 140 94 | 35 07 | 7 76 | 1,173 00 | 120 00 | 150 00 |
| Brookfield (Queen's)..... | 142 32 | 162 | 2,835 34 | 13 30 | 49 | 1,335 38 | 40 93 | 24 51 | ..... | 2 80 | 106 16 | 8 25 | 7 50 |
| Brookfield (Colechester)..... | 318 37 | 410 | 5,781 66 | 30 66 | 145 | 5,476 97 | 57 50 | 8 54 | 0 45 | 0 45 | 135 00 | 90 00 | 15 00 |
| Brookfield Mines..... | 70 19 | 51 | 502 61 | 3 15 | 22 | 708 91 | 11 40 | 1 52 | 0 32 | 0 32 | 60 00 | ..... | 3 75 |
| Brooklyn (Queen's)..... | 157 56 | 216 | 1,852 84 | 11 81 | 133 | 2,914 63 | 38 50 | 12 53 | ..... | 0 51 | 72 00 | ..... | 3 75 |
| Broughton..... | 112 59 | 224 | 4,373 84 | 22 11 | 29 | 1,83 86 | 14 72 | 12 02 | ..... | 1 04 | 114 00 | ..... | 11 25 |
| Broughton (Queen's)..... | 453 88 | 594 | 11,635 49 | 56 67 | 238 | 3,329 91 | 186 80 | 36 28 | 15 01 | 5 61 | 225 00 | 91 50 | 18 75 |
| Calcutonia Mines..... | 483 74 | 1,189 | 18,916 63 | 166 34 | 38 | 754 46 | 27 68 | 52 85 | ..... | 0 26 | 189 00 | ..... | 18 75 |
| Cambridge..... | 279 59 | 1,900 | 2,997 35 | 15 04 | 70 | 949 68 | 79 44 | 19 90 | ..... | 1 41 | 392 00 | 45 00 | 11 25 |
| Cambridge Station..... | 1,414 | 1,414 | 17,557 35 | 98 08 | 453 | 6,440 93 | 542 36 | 54 88 | 4 82 | 2 05 | 130 00 | 37 50 | 45 00 |
| Canso..... | 1,481 66 | 2,073 | 25,498 63 | 149 16 | 331 | 5,412 84 | 359 17 | 73 31 | 9 75 | 1 27 | 535 50 | ..... | 60 00 |
| Cape North..... | 129 53 | 124 | 3,239 40 | 13 64 | 83 | 1,631 95 | 96 20 | 11 91 | ..... | 1 29 | 45 00 | 13 50 | 3 75 |
| Centre Burlington..... | 181 63 | 299 | 4,298 14 | 22 01 | 136 | 2,610 49 | 56 63 | 17 15 | ..... | 0 32 | 67 50 | ..... | 3 75 |
| Centreville..... | 559 76 | 264 | 8,824 66 | 34 72 | 53 | 528 32 | 36 20 | 24 46 | ..... | 4 89 | 157 50 | ..... | 15 00 |
| Chester..... | 1,082 11 | 1,214 | 23,871 73 | 113 23 | 352 | 7,934 36 | 293 37 | 71 31 | 26 44 | 6 63 | 363 00 | 24 00 | 45 00 |
| Chester Basin..... | 315 19 | 403 | 6,447 42 | 31 17 | 86 | 1,757 83 | 74 25 | 18 59 | ..... | 1 42 | 175 00 | 22 50 | 17 50 |
| Chéverie..... | 293 56 | 187 | 3,428 62 | 17 13 | 91 | 1,931 68 | 88 30 | 12 91 | ..... | 3 44 | 102 00 | 10 50 | 11 25 |
| Chignecto..... | 261 51 | 446 | 7,247 45 | 46 82 | 24 | 325 53 | 57 65 | 20 47 | 0 06 | 4 53 | 91 50 | ..... | 7 50 |
| Christmas Island..... | 107 07 | 175 | 2,795 95 | 13 42 | 36 | 592 25 | 4 10 | 7 68 | ..... | 0 33 | 49 50 | 9 00 | 3 75 |
| Church Point..... | 461 79 | 343 | 13,802 73 | 52 22 | 191 | 3,705 87 | 138 32 | 44 50 | ..... | 7 04 | 90 00 | ..... | 3 75 |
| Clarence..... | 75 29 | 59 | 697 93 | 3 86 | 24 | 295 90 | 97 08 | 1 98 | ..... | 0 41 | 33 75 | ..... | 22 50 |
| Clarke's Harbour..... | 562 12 | 803 | 12,449 38 | 65 94 | 110 | 2,493 02 | 290 00 | 37 35 | ..... | 0 79 | 225 00 | 4 50 | 7 50 |
| Clementsport..... | 339 95 | 335 | 4,829 91 | 24 85 | 144 | 2,324 98 | 86 10 | 18 22 | ..... | 2 27 | 133 50 | 22 50 | 15 00 |
| Clementsvalde..... | 139 49 | 127 | 2,238 80 | 11 45 | 58 | 1,400 34 | 29 70 | 7 78 | ..... | 1 85 | 78 75 | ..... | 7 50 |
| Cleveland..... | 168 47 | 96 | 2,908 91 | 9 94 | 47 | 1,206 04 | 29 74 | 7 82 | ..... | 1 51 | 86 00 | 3 00 | 7 50 |
| Clyde Brook..... | 148 46 | 185 | 4,429 01 | 19 02 | 98 | 2,127 51 | 17 77 | 16 11 | ..... | 0 77 | 76 50 | 31 50 | 18 75 |
| Cold Brook Station..... | 325 32 | 81 | 1,469 27 | 6 71 | 26 | 340 19 | ..... | 4 10 | ..... | 0 58 | 183 00 | ..... | 7 50 |
| Collingwood Corner..... | 192 31 | 247 | 6,265 47 | 27 45 | 25 | 356 40 | 73 25 | 17 23 | ..... | 2 19 | 90 00 | 15 00 | 7 50 |
| 6 Crossburn..... | 686 97 | 29 | 373 56 | 2 04 | ..... | ..... | 7 00 | 1 02 | ..... | ..... | 133 00 | ..... | 12 50 |
| Dartmouth..... | 3,908 81 | 1,963 | 10,796 25 | 73 00 | 944 | 13,725 95 | 728 02 | 44 14 | 3 72 | 5 72 | 6783 25 | 9 00 | |

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| | | | | | | | | | | | | |
|-------------------------|-----------|-------|------------|--------|--------|------------|-----------|--------|---------|----------|--------|--------|
| Delbert Station..... | 320 71 | 378 | 5,812 70 | 30 12 | 58 | 1,290 46 | 44 82 | 17 30 | 1 94 | 96 00 | 15 00 | 7 50 |
| Denmark..... | 207 18 | 162 | 4,968 17 | 18 12 | 86 | 1,648 41 | 160 52 | 12 11 | 2 86 | 82 50 | 25 50 | 7 50 |
| Dennis..... | 291 01 | 437 | 8,939 42 | 41 78 | 575 | 19,173 63 | 80 82 | 70 02 | 1 23 | 93 00 | 6 00 | 7 50 |
| Digby..... | 3,511 84 | 2,681 | 24,737 47 | 157 16 | 1,221 | 22,582 80 | 972 72 | 96 32 | 2 75 | 637 00 | 135 00 | 7 50 |
| Doctor's Cove..... | 31 21 | 22 | 295 32 | 2 63 | 31 | 839 53 | 10 50 | 2 83 | 0 96 | 22 50 | | |
| e/Donner's Cove..... | 291 46 | 31 | 356 35 | 1 76 | 3 | 53 90 | 0 98 | 0 98 | 2 00 | 186 50 | | 7 50 |
| Durham..... | 133 36 | 35 | 711 79 | 3 24 | 31 | 411 65 | 83 37 | 2 86 | 2 00 | 62 50 | | 7 50 |
| Earlton..... | 110 97 | 32 | 501 50 | 2 65 | 31 | 718 11 | 54 70 | 1 67 | 1 03 | 81 50 | 3 00 | 3 75 |
| East Apple River..... | 111 90 | 109 | 5,161 77 | 29 87 | 12 | 229 71 | 1 05 | 15 09 | 0 43 | 82 00 | | 6 25 |
| East Bay..... | 70 47 | 22 | 501 65 | 2 42 | 12 | 132 68 | 17 60 | 1 40 | 0 61 | 24 00 | 18 00 | |
| Eastern Harbour..... | 300 39 | 368 | 7,225 13 | 34 97 | 310 | 5,985 54 | 172 36 | 22 82 | 1 41 | 125 75 | 13 50 | 11 25 |
| East Pictou..... | 128 53 | 103 | 1,750 51 | 8 91 | 82 | 1,636 33 | 19 60 | 8 12 | 1 83 | 61 50 | | 3 75 |
| Economy..... | 192 53 | 218 | 3,665 34 | 18 52 | 105 | 2,668 10 | 39 00 | 14 37 | 1 70 | 114 00 | | 7 50 |
| Elfershouse..... | 196 73 | 196 | 1,525 59 | 10 53 | 40 | 161 52 | 143 10 | 1 71 | 0 99 | 78 00 | 8 25 | 7 50 |
| Elmsdale..... | 533 08 | 195 | 8,477 96 | 11 86 | 147 | 3,425 93 | 124 11 | 24 81 | 1 61 | 231 00 | 10 50 | 26 25 |
| Enfield..... | 246 57 | 133 | 2,625 12 | 10 49 | 172 | 1,515 24 | 42 65 | 5 57 | 0 58 | 93 75 | 16 50 | 7 50 |
| Englishtown..... | 146 61 | 140 | 1,533 11 | 8 10 | 96 | 91 50 | 91 50 | 9 45 | 0 53 | 92 50 | 45 00 | 7 50 |
| Eureka..... | 288 95 | 320 | 4,001 00 | 22 04 | 131 | 2,327 56 | 165 91 | 12 37 | 1 24 | 126 00 | 4 50 | 11 25 |
| Falmouth Station..... | 299 54 | 206 | 2,526 53 | 13 95 | 57 | 87 87 | 52 90 | 7 87 | 0 52 | 93 75 | 13 50 | 7 50 |
| Five Islands..... | 201 71 | 181 | 3,191 84 | 15 61 | 87 | 1,597 60 | 63 88 | 10 05 | 2 16 | 111 75 | | 7 50 |
| Florence..... | 303 34 | 702 | 9,918 47 | 79 94 | 16 | 2,449 22 | 9 39 | 37 71 | 2 26 | 112 50 | 2 25 | 11 25 |
| Folly Village..... | 298 09 | 187 | 2,732 26 | 14 24 | 137 | 2,357 89 | 154 70 | 8 82 | 1 99 | 117 00 | | 11 25 |
| Forest Hill..... | 29 58 | 25 | 331 11 | 1 91 | 4 | 27 84 | 2 00 | 0 97 | 1 88 | 31 50 | | |
| Freepoint..... | 315 83 | 501 | 12,324 26 | 55 75 | 139 | 3,292 35 | 43 13 | 38 69 | 2 47 | 149 50 | | 15 00 |
| Frizzleton..... | 108 28 | 97 | 2,150 41 | 9 87 | 57 | 1,734 35 | 183 00 | 8 98 | 2 31 | 48 75 | 3 75 | 3 75 |
| Galabrouse..... | 105 14 | 187 | 3,817 66 | 17 83 | 89 | 2,298 60 | 11 00 | 11 62 | 0 58 | 47 00 | 19 50 | 3 75 |
| Gaspereux..... | 395 41 | 174 | 2,028 48 | 12 79 | 81 | 917 71 | 52 35 | 6 81 | 0 80 | 168 00 | 6 75 | 18 75 |
| Gay's River..... | 81 80 | 63 | 1,570 30 | 6 83 | 29 | 711 10 | 82 18 | 1 52 | 0 70 | 47 00 | 7 50 | 2 50 |
| Gloson's Point..... | 175 00 | 115 | 2,720 69 | 12 57 | 56 | 1,095 01 | 37 30 | 8 55 | 1 71 | 75 00 | | 7 50 |
| Green Bay..... | 5,008 15 | 4,412 | 68,079 60 | 185 16 | 818 | 14,000 16 | 737 58 | 200 23 | 4 13 | 1,303 50 | 31 50 | 180 00 |
| Greenwood..... | 79 75 | 133 | 1,116 62 | 7 22 | 74 | 1,399 60 | 6 26 | 6 29 | 0 31 | 33 00 | 2 25 | |
| Goldboro..... | 113 45 | 516 | 8,901 07 | 45 19 | 98 | 2,500 87 | 15 75 | 26 56 | 1 50 | 198 00 | 13 50 | 48 75 |
| Goldville..... | 116 82 | 91 | 2,491 55 | 10 70 | 33 | 1,274 19 | 15 00 | 9 21 | 0 60 | 81 00 | | 6 25 |
| Grand Etang..... | 147 62 | 222 | 5,185 35 | 21 95 | 96 | 2,185 35 | 23 65 | 15 06 | 0 51 | 69 00 | | 3 75 |
| Grand Pre..... | 378 84 | 252 | 4,615 54 | 24 64 | 111 | 1,799 63 | 64 86 | 15 33 | 2 22 | 120 00 | 6 00 | 11 25 |
| Grand River..... | 146 61 | 140 | 4,151 70 | 16 50 | 34 | 1,026 08 | 30 16 | 13 49 | 1 69 | 68 00 | 30 00 | 6 25 |
| Grandville Centre..... | 115 57 | 120 | 968 67 | 6 10 | 16 | 394 50 | 18 00 | 3 33 | 0 32 | 52 50 | | 3 75 |
| Grandville Ferry..... | 629 00 | 485 | 4,912 10 | 29 71 | 218 | 4,514 02 | 122 97 | 17 36 | 0 73 | 268 75 | 97 50 | 28 75 |
| Great Village..... | 612 30 | 485 | 6,655 58 | 35 38 | 193 | 3,307 13 | 271 01 | 21 65 | 2 66 | 247 50 | 131 25 | 50 00 |
| Greenwich..... | 18 85 | 254 | 5,761 36 | 21 80 | 10 | 978 08 | 26 99 | 16 52 | 2 20 | 102 00 | 84 00 | 11 25 |
| Guyshoro..... | 915 68 | 886 | 11,427 77 | 73 72 | 583 | 11,814 53 | 420 91 | 46 62 | 5 99 | 637 50 | 187 50 | |
| Halifax..... | 77,491 33 | | | | | | | | | | | |
| (Divided as follows): | | | | | | | | | | | | |
| Head Office..... | 70,791 75 | 8,102 | 118,997 37 | 831 32 | 36,151 | 581,057 18 | 43,491 47 | | 6335 55 | | | 7 50 |
| Dutch Village..... | 221 58 | 65 | 300 24 | 3 42 | 6 | 59 24 | 3 00 | 1 09 | | 90 00 | | |
| Guttingen Street..... | 3,582 00 | 2,069 | 28,439 09 | 171 56 | 46 | 196 61 | 312 01 | 78 51 | 4 84 | 150 00 | | |
| Morris Street..... | 2,711 00 | 130 | 3,654 12 | 29 90 | | | 58 35 | 10 04 | 0 55 | 112 50 | | |
| Subj. Office No. 5..... | 382 00 | 76 | 622 01 | 4 44 | | | 6 25 | 1 72 | | 75 00 | | |

a/Including commission on box rents. b/Accounting from March 1, 1907. c/Accounting from February 1, 1907. d/Non-accounting from February 1, 1907. e/Commission to non-accounting Offices, etc. f/Salary, etc., entered in Auditor General's Report.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total amount of Postal Notes paid. | Compensation paid to Postmasters on M. O. on S. B. on P. N. business. | | Compensation paid to Postmasters on S. B. on P. N. business. | Salary. | | Forward Allowance. | Allowance towards Rent, Fuel and Light. | | |
|--------------------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|-------|------------------------------------|---|-------|--|---------|-------|--------------------|---|-------|-------|
| | £ | cts. | | £ | cts. | | | £ | cts. | | £ | cts. | | £ | cts. | | £ | cts. | £ |
| Hantsport..... | 959 | 73 | 17,867 | 94 | 100 | 79 | 580 | 10,088 | 17 | 469 | 60 | 63 | 42 | 4 | 04 | 351 | 00 | 30 | 00 |
| Harbour au Bouche..... | 238 | 62 | 11,188 | 07 | 54 | 20 | 249 | 4,471 | 74 | 168 | 82 | 38 | 93 | 2 | 40 | 101 | 25 | 11 | 25 |
| Hazel Hill..... | 347 | 07 | 11,498 | 94 | 73 | 76 | 18 | 253 | 13 | 21 | 15 | 32 | 12 | 2 | 65 | 172 | 50 | 15 | 00 |
| Head of St. Margarets Bay..... | 129 | 71 | 1,755 | 31 | 9 | 47 | 7 | 35 | 65 | 1 | 50 | 4 | 86 | 0 | 27 | 68 | 75 | 6 | 25 |
| Heatherton..... | 184 | 54 | 2,197 | 13 | 12 | 07 | 55 | 1,211 | 20 | 84 | 00 | 6 | 99 | 1 | 23 | 75 | 00 | 7 | 50 |
| Hebron..... | 399 | 87 | 5,233 | 34 | 30 | 71 | 227 | 3,871 | 40 | 137 | 95 | 18 | 99 | 0 | 68 | 172 | 75 | 30 | 00 |
| Hopewell..... | 494 | 47 | 3,409 | 01 | 22 | 68 | 214 | 3,259 | 32 | 193 | 31 | 18 | 56 | 4 | 93 | 198 | 00 | 15 | 00 |
| Hortonville..... | 256 | 22 | 3,297 | 77 | 15 | 61 | 93 | 2,720 | 68 | 88 | 70 | 11 | 21 | 1 | 25 | 102 | 00 | 11 | 25 |
| Hulbard's..... | 444 | 85 | 3,761 | 59 | 19 | 98 | 94 | 1,800 | 15 | 101 | 75 | 12 | 37 | 1 | 24 | 172 | 50 | 34 | 50 |
| Ingonish..... | 70 | 11 | 2,731 | 80 | 11 | 90 | 27 | 748 | 75 | 6 | 85 | 8 | 05 | 0 | 42 | 57 | 00 | 37 | 50 |
| Ingramport..... | 218 | 22 | 2,825 | 35 | 18 | 69 | 16 | 396 | 19 | 57 | 00 | 7 | 85 | 0 | 66 | 114 | 00 | 11 | 25 |
| Inverness..... | 1,496 | 70 | 17,289 | 17 | 131 | 64 | 328 | 8,391 | 60 | 385 | 36 | 51 | 61 | 3 | 41 | 646 | 75 | 6 | 00 |
| Iona..... | 171 | 84 | 1,156 | 25 | 6 | 74 | 21 | 376 | 74 | 1 | 20 | 3 | 25 | 0 | 20 | 73 | 50 | 15 | 00 |
| Irish Cove..... | 94 | 34 | 1 | 00 | 0 | 03 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Isaac's Harbour..... | 296 | 40 | 8,809 | 34 | 40 | 63 | 137 | 3,181 | 38 | 67 | 07 | 25 | 66 | 2 | 88 | 166 | 50 | 15 | 00 |
| Joggan Mines..... | 672 | 54 | 16,581 | 15 | 104 | 85 | 144 | 1,065 | 81 | 117 | 50 | 46 | 78 | 1 | 32 | 271 | 50 | 9 | 00 |
| Kemptville..... | 176 | 46 | 5,249 | 08 | 29 | 61 | 47 | 578 | 41 | 28 | 54 | 15 | 76 | 4 | 35 | 73 | 50 | 9 | 00 |
| Kentville..... | 4,144 | 83 | 30,019 | 08 | 187 | 01 | 1,517 | 22,614 | 63 | 2,961 | 06 | 100 | 69 | 4 | 37 | 1,239 | 00 | 172 | 50 |
| Kingsport..... | 228 | 30 | 1,068 | 31 | 25 | 32 | 76 | 890 | 26 | 129 | 83 | 11 | 64 | 3 | 97 | 105 | 00 | 3 | 00 |
| Kingston Station..... | 592 | 66 | 9,995 | 20 | 51 | 62 | 185 | 2,671 | 62 | 37 | 86 | 31 | 68 | 3 | 52 | 253 | 50 | 49 | 50 |
| Lawrencetown..... | 915 | 23 | 5,342 | 43 | 30 | 98 | 514 | 9,547 | 88 | 443 | 15 | 17 | 41 | 2 | 31 | 318 | 00 | 8 | 25 |
| Liscomb..... | 129 | 07 | 431 | 13 | 1 | 75 | 7 | 192 | 82 | 95 | 24 | 1 | 19 | 3 | 05 | 64 | 50 | 3 | 75 |
| Little Bras d'Or..... | 73 | 50 | 2,657 | 04 | 13 | 03 | 41 | 615 | 72 | 10 | 30 | 7 | 36 | ..... | 48 | 60 | ..... | 2 | 50 |
| Little River Musquodoboit..... | 213 | 87 | 5,814 | 78 | 22 | 89 | 91 | 2,703 | 35 | 49 | 30 | 20 | 55 | 1 | 48 | 86 | 25 | 7 | 50 |
| Liverpool..... | 2,970 | 36 | 22,558 | 86 | 126 | 90 | 880 | 16,736 | 33 | 926 | 96 | 81 | 72 | 7 | 09 | 6886 | 50 | 127 | 50 |
| Lochaber..... | 361 | 37 | 13,761 | 35 | 45 | 98 | 137 | 2,919 | 97 | 199 | 46 | 41 | 71 | 0 | 27 | 169 | 50 | 30 | 00 |
| Lockeport..... | 606 | 65 | 11,754 | 30 | 65 | 64 | 267 | 5,208 | 05 | 237 | 14 | 40 | 25 | 3 | 51 | 271 | 50 | 6 | 75 |
| Lonsberry..... | 1,615 | 23 | 21,323 | 57 | 142 | 23 | 366 | 6,692 | 47 | 313 | 49 | 63 | 86 | 4 | 62 | 517 | 50 | 30 | 00 |
| Louisbourg..... | 977 | 56 | 17,401 | 95 | 105 | 91 | 254 | 4,191 | 75 | 70 | 74 | 50 | 74 | 2 | 69 | 376 | 50 | 13 | 50 |
| Lower Argyle..... | 247 | 85 | 2,517 | 37 | 13 | 37 | 87 | 1,626 | 74 | 6 | 50 | 10 | 09 | | 100 | 50 | 2 | 25 | |
| Lower East Pubnico..... | 208 | 08 | 4,015 | 44 | 19 | 86 | 285 | 5,215 | 73 | 26 | 85 | 23 | 30 | | 100 | 50 | 7 | 50 | |

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| | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|-------|----|-------|--------|----|-----|----|-------|--------|-------|-------|-------|-------|-------|-------|-------|----|----|-----|-----|-------|-------|-------|-------|
| Lower L'Ardoise..... | 149 | 36 | 261 | 3,191 | 68 | 17 | 47 | 85 | 1,682 | 00 | 28 | 35 | 10 | 62 | 7 | 96 | 0 | 58 | 57 | 75 | 2 | 25 | 3 | 75 |
| Lower-Slewicke..... | 926 | 50 | 387 | 7,650 | 31 | 36 | 91 | 396 | 12,252 | 81 | 350 | 35 | 41 | 96 | 7 | 96 | 5 | 53 | 313 | 50 | 30 | 00 | 30 | 00 |
| Lower Wood Harbour..... | 263 | 19 | 613 | 13,425 | 14 | 61 | 92 | 240 | 1,841 | 06 | 28 | 30 | 49 | 21 | ..... | ..... | 1 | 16 | 114 | 00 | 12 | 00 | 11 | 25 |
| Lunenburg..... | 3,138 | 45 | 1,734 | 23,509 | 63 | 129 | 20 | 948 | 17,212 | 76 | 762 | 91 | 80 | 79 | ..... | ..... | 8 | 14 | 690 | 25 | 72 | 00 | ..... | ..... |
| Lydgate..... | 132 | 37 | 190 | 2,228 | 36 | 133 | 08 | 318 | 604 | 55 | 31 | 70 | 6 | 74 | ..... | ..... | 1 | 45 | 60 | 00 | ..... | ..... | ..... | ..... |
| Lyon's Brook..... | 206 | 07 | 163 | 3,465 | 50 | 16 | 76 | 15 | 126 | 39 | 72 | 90 | 9 | 60 | ..... | ..... | 1 | 91 | 87 | 00 | ..... | ..... | 7 | 50 |
| McClay..... | 197 | 37 | 127 | 1,919 | 82 | 10 | 59 | 49 | 1,136 | 04 | 6 | 80 | 8 | 02 | ..... | ..... | 1 | 06 | 36 | 03 | 30 | 00 | ..... | ..... |
| McKay's Corner..... | 197 | 81 | 201 | 3,628 | 05 | 18 | 94 | 14 | 1,850 | 17 | 8 | 75 | 10 | 10 | ..... | ..... | 2 | 52 | 391 | 25 | 13 | 03 | ..... | ..... |
| Maconn..... | 544 | 76 | 366 | 5,082 | 99 | 27 | 90 | 259 | 6,165 | 29 | 213 | 37 | 17 | 39 | ..... | ..... | 2 | 52 | 391 | 25 | 13 | 03 | ..... | ..... |
| Maconn..... | 303 | 71 | 461 | 11,011 | 56 | 49 | 53 | 76 | 976 | 69 | 132 | 00 | 30 | 07 | ..... | ..... | 1 | 36 | 119 | 50 | 33 | 00 | ..... | ..... |
| Madone Bay..... | 1,490 | 96 | 1,199 | 14,842 | 91 | 82 | 57 | 681 | 11,706 | 42 | 735 | 69 | 49 | 33 | ..... | ..... | 1 | 09 | 163 | 50 | 22 | 50 | ..... | ..... |
| Main-a-Dion..... | 82 | 9 | 322 | 7,980 | 97 | 31 | 32 | 52 | 519 | 87 | 23 | 32 | ..... | ..... | ..... | ..... | 0 | 11 | 15 | 00 | 6 | 00 | ..... | ..... |
| Maidland, Heants..... | 663 | 92 | 517 | 8,101 | 51 | 42 | 16 | 369 | 9,331 | 33 | 175 | 95 | 35 | 21 | ..... | ..... | 5 | 82 | 303 | 75 | 78 | 00 | ..... | ..... |
| Marble Mountain..... | 401 | 45 | 437 | 10,692 | 31 | 60 | 93 | 27 | 433 | 21 | 21 | 50 | 25 | 16 | ..... | ..... | 1 | 61 | 100 | 50 | 2 | 25 | ..... | ..... |
| Margaree Harbour..... | 226 | 97 | 258 | 4,136 | 66 | 22 | 71 | 228 | 4,358 | 75 | 198 | 89 | 19 | 82 | ..... | ..... | 1 | 32 | 121 | 50 | 72 | 00 | ..... | ..... |
| Margareeville..... | 231 | 03 | 162 | 1,879 | 75 | 10 | 72 | 132 | 2,043 | 91 | 60 | 65 | 8 | 69 | ..... | ..... | 0 | 89 | 99 | 25 | 11 | 25 | ..... | ..... |
| Melvern Square..... | 276 | 96 | 107 | 1,854 | 38 | 11 | 66 | 80 | 985 | 99 | 52 | 90 | ..... | ..... | ..... | ..... | 1 | 93 | 112 | 50 | ..... | ..... | ..... | ..... |
| Merigomish..... | 272 | 10 | 178 | 3,230 | 67 | 16 | 69 | 108 | 2,053 | 22 | 63 | 20 | 11 | 58 | ..... | ..... | 1 | 03 | 106 | 50 | 30 | 00 | ..... | ..... |
| Meteghan..... | 253 | 40 | 339 | 1,738 | 61 | 36 | 65 | 184 | 2,890 | 33 | 49 | 27 | 16 | 91 | ..... | ..... | 1 | 61 | 100 | 50 | 2 | 25 | ..... | ..... |
| Meteghan River..... | 380 | 72 | 380 | 7,661 | 01 | 36 | 65 | 233 | 5,907 | 28 | 61 | 30 | 31 | 50 | ..... | ..... | 0 | 48 | 130 | 00 | ..... | ..... | ..... | ..... |
| Middle Musquodobuk..... | 411 | 72 | 425 | 7,877 | 53 | 38 | 51 | 225 | 5,884 | 07 | 169 | 84 | 29 | 32 | ..... | ..... | 3 | 68 | 206 | 25 | 99 | 00 | ..... | ..... |
| Middle-Slewicke..... | 145 | 01 | 139 | 2,474 | 81 | 11 | 91 | 51 | 1,415 | 01 | 17 | 90 | 9 | 91 | ..... | ..... | 0 | 49 | 55 | 50 | 2 | 25 | ..... | ..... |
| Middleton..... | 2,151 | 27 | 1,492 | 18,741 | 45 | 112 | 11 | 1,491 | 33,182 | 16 | 1,286 | 13 | 70 | 62 | ..... | ..... | 0 | 71 | 660 | 00 | 112 | 50 | ..... | ..... |
| Middle-West Pubnico..... | 69 | 69 | 219 | 3,621 | 70 | 18 | 79 | 73 | 1,375 | 11 | 2 | 50 | 11 | 69 | ..... | ..... | 3 | 67 | 25 | 50 | ..... | ..... | ..... | ..... |
| Millford Station..... | 333 | 37 | 191 | 3,512 | 72 | 17 | 61 | 76 | 1,650 | 25 | 66 | 52 | 9 | 91 | ..... | ..... | 1 | 20 | 115 | 50 | ..... | ..... | ..... | ..... |
| Mill Village..... | 278 | 17 | 223 | 2,143 | 59 | 13 | 74 | 117 | 1,570 | 31 | 68 | 92 | 8 | 26 | ..... | ..... | 0 | 82 | 111 | 00 | 67 | 50 | ..... | ..... |
| Milton..... | 502 | 75 | 431 | 3,821 | 75 | 25 | 31 | 172 | 2,167 | 25 | 127 | 63 | 13 | 27 | ..... | ..... | 3 | 32 | 211 | 50 | ..... | ..... | ..... | ..... |
| Morden..... | 55 | 52 | 85 | 2,021 | 67 | 8 | 66 | 53 | 382 | 75 | 1 | 00 | 6 | 15 | ..... | ..... | 1 | 11 | 25 | 50 | ..... | ..... | ..... | ..... |
| Mosser's River..... | 167 | 39 | 200 | 2,846 | 52 | 11 | 54 | 39 | 898 | 63 | 31 | 95 | 9 | 35 | ..... | ..... | 0 | 63 | 89 | 00 | ..... | ..... | ..... | ..... |
| Mount Umbahe..... | 271 | 52 | 149 | 2,538 | 75 | 13 | 74 | 61 | 1,379 | 16 | 66 | 72 | 7 | 96 | ..... | ..... | 1 | 25 | 118 | 50 | 37 | 50 | ..... | ..... |
| Muldgrave..... | 849 | 70 | 1,161 | 21,371 | 62 | 106 | 22 | 298 | 3,765 | 80 | 626 | 72 | 73 | 35 | ..... | ..... | 9 | 52 | 319 | 50 | 12 | 00 | ..... | ..... |
| Murray..... | 46 | 27 | 46 | 378 | 76 | 2 | 61 | 2 | 1,555 | ..... | 3 | 00 | 1 | 08 | ..... | ..... | 1 | 08 | 29 | 00 | ..... | ..... | ..... | ..... |
| Musquodobuk Harbour..... | 379 | 11 | 273 | 4,361 | 48 | 21 | 79 | 115 | 2,163 | 15 | 291 | 65 | 11 | 52 | ..... | ..... | 2 | 11 | 117 | 00 | 63 | 00 | ..... | ..... |
| c. Narquan Station..... | 190 | 18 | 1 | 11 | 36 | 0 | 16 | 1 | 26 | 00 | ..... | ..... | ..... | ..... | ..... | ..... | 0 | 58 | 97 | 50 | 2 | 25 | ..... | ..... |
| New Aberdeen..... | 957 | 12 | 1,792 | 25,239 | 60 | 250 | 46 | 128 | 2,280 | 61 | 111 | 75 | 72 | 69 | ..... | ..... | 0 | 60 | 316 | 50 | ..... | ..... | ..... | ..... |
| New Campbellton..... | 158 | 80 | 111 | 1,258 | 15 | 7 | 26 | 8 | 131 | 88 | 9 | 92 | 3 | 68 | ..... | ..... | 0 | 28 | 55 | 50 | 1 | 50 | ..... | ..... |
| New Germany..... | 401 | 25 | 346 | 5,872 | 56 | 28 | 78 | 249 | 3,928 | 79 | 88 | 61 | 20 | 30 | ..... | ..... | 1 | 49 | 168 | 00 | 56 | 25 | ..... | ..... |
| New Glasgow..... | 8,504 | 87 | 2,893 | 40,779 | 13 | 240 | 61 | 2,551 | 13,585 | 62 | 3,654 | 12 | 152 | 84 | ..... | ..... | 31 | 19 | 62 | 131 | 75 | 97 | 50 | ..... |
| Newport..... | 466 | 66 | 413 | 6,156 | 71 | 32 | 15 | 209 | 1,382 | 52 | 209 | 02 | 22 | 15 | ..... | ..... | 0 | 45 | 219 | 00 | 180 | 00 | ..... | ..... |
| Newport Landing..... | 127 | 51 | 126 | 2,991 | 13 | 13 | 28 | 135 | 2,203 | 10 | 106 | 95 | 12 | 65 | ..... | ..... | 1 | 11 | 51 | 00 | ..... | ..... | ..... | ..... |
| N. New Ross..... | 355 | 57 | 418 | 6,186 | 72 | 32 | 61 | 50 | 1,112 | 72 | 13 | 35 | 17 | 15 | ..... | ..... | 1 | 39 | 151 | 00 | 7 | 50 | ..... | ..... |
| Nectaux Falls..... | 189 | 66 | 231 | 2,921 | 80 | 16 | 51 | 58 | 1,811 | 41 | 122 | 22 | 8 | 11 | ..... | ..... | 1 | 01 | 71 | 25 | 3 | 75 | ..... | ..... |
| Noel..... | 218 | 10 | 341 | 7,335 | 99 | 31 | 56 | 141 | 3,621 | 31 | 78 | 10 | 23 | 82 | ..... | ..... | 1 | 62 | 112 | 50 | 5 | 25 | ..... | ..... |
| North Brookfield..... | 153 | 72 | 174 | 2,500 | 26 | 13 | 07 | 70 | 2,897 | 71 | 11 | 47 | 7 | 13 | ..... | ..... | 0 | 72 | 109 | 25 | 7 | 50 | ..... | ..... |
| North Lochaber..... | 312 | 57 | 25 | 2,508 | 55 | 2 | 95 | 26 | 303 | 81 | 15 | 98 | 2 | 13 | ..... | ..... | 0 | 28 | 133 | 50 | 10 | 50 | ..... | ..... |
| Northport..... | 188 | 11 | 211 | 4,561 | 22 | 20 | 21 | 52 | 801 | 90 | 163 | 78 | 13 | 36 | ..... | ..... | 2 | 00 | 71 | 25 | ..... | ..... | ..... | ..... |
| North Sydney..... | 5,277 | 40 | 3,091 | 33,149 | 40 | 249 | 31 | 1,582 | 25,345 | 11 | 1,366 | 17 | 125 | 89 | ..... | ..... | 5 | 68 | 61 | 579 | 30 | 190 | 50 | ..... |
| Old Barnes..... | 133 | 82 | 158 | 2,229 | 75 | 11 | 45 | 25 | 367 | 97 | 25 | 29 | 6 | 21 | ..... | ..... | 0 | 16 | 11 | 25 | 12 | 00 | ..... | ..... |

a Including commission on box rents. b Non-accounting from October 1 to December 1, 1906. c Accounting from February 1, 1907. d Including 25c.

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| | 190 | 729 | 779 | 80 | 7 |
|---------------------------|--------|--------|-----|-------|----|
| St. Croix..... | 55 | 45 | 40 | 33 | 70 |
| St. Peter's..... | 73 | 97 | 60 | 26 | 20 |
| Salmon River (Dighy)..... | 74 | 83 | 83 | 69 | 69 |
| Sandy Cove..... | 188 | 83 | 222 | 26 | 26 |
| Scandinavia..... | 356 | 401 | 66 | 83 | 83 |
| Scatherville..... | 112 | 2,060 | 114 | 40 | 75 |
| Scott's Village..... | 68 | 1,290 | 88 | 75 | 20 |
| Scotcharri Station..... | 126 | 1,077 | 11 | 32 | 80 |
| Shelburne..... | 2,102 | 31,053 | 38 | 382 | 19 |
| Shelburne..... | 555 | 15,298 | 49 | 531 | 49 |
| Shelburne..... | 750 | 12,517 | 41 | 61 | 30 |
| Shubenacadie..... | 1,101 | 7,633 | 68 | 76 | 74 |
| Sourasset..... | 157 | 988 | 87 | 138 | 37 |
| Southampton..... | 499 | 1,914 | 88 | 98 | 29 |
| South Farmington..... | 11 | 26 | 45 | 7 | 69 |
| South Maitland..... | 177 | 1,825 | 29 | 53 | 70 |
| South Ohio..... | 1,225 | 2,732 | 55 | 117 | 45 |
| Springfield..... | 3,677 | 15,128 | 17 | 806 | 65 |
| Springhill..... | 118 | 163 | 95 | 24 | 00 |
| Springhill Junction..... | 69 | 1,481 | 99 | 159 | 18 |
| Spwy Bay..... | 160 | 1,404 | 27 | 6 | 63 |
| Stollarton..... | 2,110 | 8,304 | 61 | 680 | 52 |
| Strathorne..... | 89 | 1,209 | 34 | 151 | 25 |
| Summersville..... | 189 | 1,479 | 48 | 30 | 75 |
| Sunnyside..... | 211 | 1,421 | 42 | 77 | 10 |
| Sydney..... | 16,133 | 58,963 | 88 | 2,986 | 82 |
| Sydney Mines..... | 4,061 | 4,724 | 18 | 203 | 31 |
| Tanger..... | 268 | 795 | 51 | 125 | 65 |
| Tatamagouche..... | 914 | 13,715 | 56 | 640 | 61 |
| Thompson's Station..... | 133 | 688 | 82 | 77 | 44 |
| Theburne..... | 373 | 1,295 | 38 | 47 | 08 |
| Tidnish..... | 86 | 596 | 17 | 56 | 08 |
| Tiverton..... | 184 | 1,109 | 48 | 23 | 41 |
| Tracadie..... | 127 | 1,741 | 46 | 135 | 60 |
| Trenton..... | 1,071 | 1,387 | 43 | 72 | 60 |
| Truro..... | 13,518 | 88,976 | 28 | 6,316 | 28 |
| Tusket..... | 339 | 10,461 | 41 | 52 | 70 |
| Tusket Wedge..... | 181 | 4,072 | 57 | 26 | 00 |
| Upper Musquodoboit..... | 296 | 3,968 | 38 | 196 | 60 |
| Upper Stewiacke..... | 477 | 4,317 | 80 | 102 | 69 |
| Wallace..... | 1,111 | 7,110 | 91 | 265 | 75 |
| Waldon..... | 315 | 1,514 | 01 | 30 | 42 |
| Waldon..... | 600 | 3,483 | 65 | 267 | 66 |
| Waldon..... | 179 | 905 | 08 | 29 | 30 |
| Waverley..... | 76 | 511 | 43 | 40 | 66 |
| Wentworth Centre..... | 63 | 3,061 | 82 | 105 | 65 |
| West Arichat..... | 139 | 1,435 | 25 | 90 | 13 |
| West Bay..... | 193 | 3,105 | 79 | 15 | 72 |
| Westchester Station..... | 271 | 5,396 | 27 | 32 | 98 |
| West Gore..... | 193 | 3,641 | 36 | 27 | 13 |
| Westport..... | 441 | 1,698 | 33 | 77 | 62 |
| West Pubnico..... | 199 | 1,187 | 04 | 62 | 37 |

a Accounting from February 1, 1907. b Including \$10 arrears. c Accounting from March 1, 1907. d Accounting from March 1, 1907.

e Including commission on box rents.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia Concluded.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on S. F. business. | | Salary. | | Forward Allowance. | | Allowance towards Rent, Fuel and Light. | | | | | |
|--|-----------------------|------|--------------------------------|-----------|--------------------------------------|--------|--|---------|------------------------------|------|------------------------------------|------|---|------|---|------|---------|------|--------------------|------|---|------|-------|----|-----|----|
| | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | | | | |
| West River Sheet Harbr | 409 | 61 | 388 | 8,046 | 77 | 38 | 16 | 81 | 2,734 | 70 | 163 | 70 | 22 | 47 | 2 | 20 | 6 | 78 | 210 | 00 | 132 | 00 | 18 | 75 | | |
| West River Station | 141 | 69 | 13 | 469 | 64 | 1 | 51 | 16 | 336 | 70 | 26 | 10 | 1 | 60 | | | 0 | 31 | 63 | 00 | 30 | 60 | 3 | 75 | | |
| Westville | 2,264 | 03 | 2,672 | 24,277 | 15 | 483 | 46 | 600 | 10,359 | 77 | 599 | 15 | 80 | 35 | 14 | 65 | 1 | 03 | 682 | 50 | 15 | 00 | 90 | 00 | | |
| Weymouth | 302 | 50 | 183 | 3,367 | 26 | 15 | 78 | 182 | 3,371 | 75 | 53 | 47 | 11 | 74 | | | 0 | 84 | 124 | 50 | 3 | 75 | 11 | 25 | | |
| Weymouth Bridge | 1,378 | 65 | 792 | 17,886 | 63 | 83 | 33 | 586 | 16,443 | 54 | 1,016 | 80 | 59 | 33 | 77 | 36 | 3 | 97 | 444 | 00 | 52 | 50 | 60 | 00 | | |
| Whitehead | 90 | 11 | 257 | 6,880 | 82 | 28 | 61 | 46 | 580 | 08 | 22 | 55 | 19 | 42 | | | 1 | 82 | 15 | 00 | 19 | 50 | 3 | 75 | | |
| Whitney Pier | 1,338 | 16 | 2,504 | 36,107 | 54 | 292 | 89 | 128 | 2,403 | 72 | 55 | 11 | 101 | 08 | 8 | 51 | 0 | 92 | 444 | 00 | | | 60 | 00 | | |
| Whycocomagh | 432 | 19 | 223 | 3,834 | 81 | 18 | 21 | 237 | 5,065 | 65 | 101 | 04 | 11 | 88 | | | 0 | 13 | 232 | 50 | 67 | 50 | 18 | 75 | | |
| Whynot | 166 | 92 | 59 | 770 | 88 | 4 | 31 | 54 | 741 | 18 | 15 | 15 | 3 | 39 | | | 0 | 43 | 75 | 00 | | | 7 | 50 | | |
| Windsor | 5,258 | 44 | 2,031 | 21,246 | 84 | 148 | 90 | 1,765 | 30,572 | 10 | 1,565 | 30 | 90 | 13 | 38 | 67 | 10 | 38 | 1,458 | 00 | 27 | 00 | | | | |
| Wine Harbour | 194 | 84 | 259 | 4,231 | 26 | 21 | 38 | 142 | 3,467 | 98 | 62 | 00 | 17 | 81 | | | 1 | 33 | 85 | 00 | | | 7 | 50 | | |
| Wolfville | 3,677 | 44 | 2,065 | 21,480 | 20 | 132 | 63 | 1,795 | 33,304 | 69 | 2,478 | 10 | 80 | 05 | 2 | 06 | 8 | 72 | 1,090 | 50 | | | 150 | 00 | | |
| Yarmouth | 10,128 | 43 | 3,884 | 45,742 | 64 | 281 | 95 | 5,345 | 95,824 | 86 | 5,829 | 18 | 208 | 08 | 43 | 22 | 17 | 46 | 2,615 | 25 | 522 | 00 | | | | |
| Yarmouth North | 904 | 37 | 549 | 5,548 | 20 | 33 | 92 | 32 | 459 | 36 | 51 | 50 | 16 | 34 | | | 1 | 13 | 324 | 00 | | | 30 | 00 | | |
| Non-accounting Post Officers | 56,572 | 62 | | | | | | | | | | | | | | | | | 38,303 | 78 | 1,229 | 75 | | | 850 | 35 |
| Less—Value of Postage Stamps affixed to Postal Notes | 338,333 | 72 | | | | | | | | | | | | | | | | | | | | | | | | |
| | 393 | 48 | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 357,940 | 24 | 174,340 | 2,567,029 | 82 | 15,000 | 13 | 117,831 | 219,347 | 24 | 124,339 | 32 | 8,230 | 72 | 929 | 31 | 1,048 | 28 | 111,368 | 36 | 8,998 | 24 | 5,445 | 43 | | |

a Including commission on box rents.

APPENDIX C—Continued.

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March, 31, 1907.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on M. O. on S. B. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|--------------------|-----------------------|---|--------------------------------|--------------------------------------|--------|--|------------------------------|------------------------------------|--------|--|--------|---|--------|---------|--------------------|---|
| | cts. | % | | cts. | % | | | cts. | % | cts. | % | cts. | % | | | |
| Albert | 449 34 | | 485 | 7,564 37 | 37 50 | 181 | 3,132 36 | 173 07 | 23 90 | 3 28 | 245 50 | 3 28 | 245 50 | 22 50 | 15 00 | 22 50 |
| Alma | 211 13 | | 329 | 3,343 87 | 27 61 | 32 | 1,243 63 | 62 28 | 16 15 | 2 01 | 129 75 | 2 01 | 129 75 | 2 25 | 9 00 | 11 25 |
| Angouance | 166 65 | | 160 | 2,849 22 | 13 80 | 32 | 833 08 | 53 00 | 8 69 | 0 76 | 46 50 | 0 76 | 46 50 | 3 00 | 3 75 | 3 75 |
| Andover | 651 68 | | 594 | 9,563 63 | 50 10 | 203 | 3,660 23 | 630 28 | 31 69 | 29 81 | 5 59 | 279 00 | 3 75 | 30 00 | 30 00 | 30 00 |
| Arnohaqui | 319 91 | | 246 | 4,935 00 | 22 80 | 138 | 2,342 65 | 202 43 | 14 85 | 0 46 | 138 75 | 0 46 | 138 75 | 45 00 | 15 00 | 15 00 |
| Bate Verte | 210 48 | | 170 | 2,601 79 | 13 28 | 56 | 1,747 89 | 57 20 | 7 96 | ..... | 1 41 | 110 00 | 2 25 | 11 25 | 11 25 | 11 25 |
| Bass River | 166 71 | | 188 | 3,740 95 | 17 31 | 79 | 1,310 15 | 12 89 | 13 29 | 1 31 | 69 00 | 1 31 | 69 00 | 7 50 | 7 50 | 7 50 |
| Bath | 667 74 | | 323 | 3,370 94 | 26 89 | 83 | 1,252 16 | 230 65 | 15 83 | 10 55 | 2 67 | 283 50 | 8 25 | 30 00 | 30 00 | 30 00 |
| Badhurst | 2,523 50 | | 911 | 14,985 56 | 76 75 | 806 | 21,898 53 | 1,415 73 | 31 04 | 6 51 | 673 25 | 6 51 | 673 25 | 270 00 | 270 00 | 270 00 |
| Badhurst Village | 589 33 | | 599 | 7,506 85 | 42 61 | 145 | 2,432 65 | 196 62 | 22 62 | 1 33 | 2 97 | 236 25 | 7 50 | 7 50 | 7 50 | 7 50 |
| Bayfield | 186 60 | | 182 | 8,628 41 | 42 33 | 79 | 1,302 82 | 108 82 | 2 62 | 2 48 | 90 75 | 2 48 | 90 75 | 7 50 | 7 50 | 7 50 |
| Beaver Harbour | 155 92 | | 124 | 2,476 20 | 11 65 | 43 | 1,241 66 | 19 13 | 6 86 | ..... | 2 11 | 67 50 | 7 50 | 7 50 | 7 50 | 7 50 |
| Benton | 296 71 | | 125 | 2,474 32 | 10 89 | 69 | 962 33 | 69 68 | 7 18 | 3 47 | 120 00 | 3 47 | 120 00 | 2 25 | 11 25 | 11 25 |
| Blackville | 171 41 | | 555 | 10,661 01 | 47 96 | 312 | 2,070 51 | 317 11 | 29 29 | 1 03 | 2 54 | 201 00 | 10 50 | 18 75 | 18 75 | 18 75 |
| Bloomfield | 46 53 | | 94 | 1,111 85 | 6 39 | 29 | 161 84 | 24 85 | 3 24 | ..... | 0 12 | 29 00 | 3 75 | 7 50 | 7 50 | 7 50 |
| Bloomfield Station | 183 56 | | 71 | 1,277 86 | 6 66 | 37 | 365 75 | 73 47 | 3 93 | ..... | 2 26 | 79 50 | 3 75 | 7 50 | 7 50 | 7 50 |
| Botestown | 857 01 | | 128 | 3,960 92 | 16 46 | 68 | 1,813 66 | 461 51 | 12 03 | ..... | 4 40 | 300 00 | 10 50 | 30 00 | 30 00 | 30 00 |
| Bristol | 332 00 | | 282 | 3,762 78 | 21 46 | 84 | 1,671 51 | 161 56 | 11 57 | 15 07 | 2 63 | 141 00 | 10 50 | 15 00 | 15 00 | 15 00 |
| Factonche | 735 57 | | 697 | 17,347 95 | 75 60 | 374 | 7,683 07 | 192 65 | 57 97 | 1 83 | 4 71 | 292 50 | 54 00 | 50 00 | 50 00 | 50 00 |
| Barré's Corner | 193 37 | | 218 | 3,324 15 | 17 73 | 16 | 953 08 | 21 65 | 10 90 | ..... | 1 19 | 81 00 | 7 50 | 7 50 | 7 50 | 7 50 |
| Bathurst Ridge | 313 68 | | 295 | 5,299 22 | 25 34 | 179 | 3,222 02 | 169 35 | 18 63 | ..... | 1 43 | 145 50 | 19 50 | 15 00 | 15 00 | 15 00 |
| Campbellton | 5,017 20 | | 2,896 | 41,501 80 | 236 25 | 1,152 | 18,758 15 | 2,896 99 | 123 31 | ..... | 16 33 | 1,476 00 | 3 58 | 3 58 | 3 58 | 3 58 |
| Campo Bello | 118 92 | | 235 | 4,795 76 | 22 51 | 26 | 542 25 | 26 90 | 13 33 | ..... | 1 69 | 470 00 | ..... | ..... | ..... | ..... |
| Cantabury Station | 479 33 | | 289 | 1,193 96 | 23 47 | 86 | 1,516 24 | 100 78 | 13 63 | ..... | 2 98 | 204 00 | 13 50 | 13 50 | 13 50 | 13 50 |
| Cape Babel | 143 96 | | 699 | 4,694 68 | 150 28 | 399 | 1,694 68 | 150 28 | 30 23 | ..... | 4 12 | 63 75 | 4 50 | 3 75 | 3 75 | 3 75 |
| Caracac | 770 40 | | 1,064 | 22,422 57 | 112 51 | 482 | 11,961 44 | 133 12 | 80 17 | ..... | 4 51 | 294 00 | 10 50 | 10 50 | 10 50 | 10 50 |

^a Including commission on box rents. ^b Including \$40 arrears.

APPENDIX C Continued. STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders Issued. | Total Amount of Money Orders Issued. | | Total Commission received from Public. | | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compen- sation paid to Post- masters on M. O. on S. R. on P. N. business. | | Compen- sation paid to Post- masters. | | Salary. | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. |
|---------------------------|-----------------------|------|--------------------------------|--------------------------------------|--------|--|-----------|------------------------------|------------------------------------|-------|------------------------------------|---|--------|---------------------------------------|------|---------|----------------------|---|
| | £ | cts. | | £ | cts. | £ | cts. | | £ | cts. | | £ | cts. | £ | cts. | | | |
| Centreville..... | 557 75 | | 121 | 11,019 28 | 46 91 | 112 | 2,517 32 | 236 12 | 33 90 | 8 30 | 6 78 | 253 50 | 23 25 | 30 00 | | | | |
| Chatham..... | 5,293 22 | | 1,800 | 31,031 60 | 183 92 | 1,217 | 23,879 19 | 1,902 51 | 112 61 | 23 51 | 38 25 | 1,131 75 | 292 50 | | | | | |
| Chipman..... | 589 27 | | 100 | 9,816 27 | 45 18 | 293 | 5,997 80 | 310 19 | 32 63 | 4 87 | 5 75 | 219 00 | 31 50 | 26 25 | | | | |
| Clare..... | 162 63 | | 188 | 6,310 71 | 25 70 | 6 | 96 12 | 16 50 | 17 53 | 3 04 | 60 00 | | | 3 75 | | | | |
| Clifton..... | 73 86 | | 91 | 1,996 20 | 8 59 | 15 | 773 51 | 39 96 | 6 90 | | 6 67 | 38 50 | 13 50 | 2 50 | | | | |
| Cocagne..... | 174 58 | | 319 | 5,321 13 | 27 13 | 101 | 1,201 81 | 167 73 | 17 01 | | 1 17 | 118 00 | 9 00 | 10 00 | | | | |
| Cody's..... | 167 32 | | 313 | 5,118 83 | 27 13 | 65 | 1,232 38 | 101 97 | 16 41 | 1 25 | 1 15 | 67 50 | 7 50 | 7 50 | | | | |
| Coldstream..... | 137 69 | | 32 | 761 06 | 3 35 | 19 | 122 08 | 25 96 | 2 10 | | 1 39 | 65 00 | 22 50 | 3 75 | | | | |
| Collina..... | 82 35 | | 79 | 617 71 | 4 12 | 25 | 354 20 | 10 90 | 2 29 | | 0 10 | 38 00 | 2 50 | 2 50 | | | | |
| Cross Creek..... | 240 43 | | 164 | 1,073 56 | 18 47 | 33 | 1,337 37 | 36 86 | 11 37 | | 1 01 | 88 50 | 8 25 | 7 50 | | | | |
| Dalhousie..... | 1,592 56 | | 808 | 13,738 35 | 71 88 | 317 | 6,917 91 | 525 91 | 10 27 | 38 75 | 10 11 | 670 25 | 7 50 | 7 50 | | | | |
| Dalvec..... | 392 51 | | 188 | 1,235 80 | 20 01 | 56 | 871 10 | 15 29 | 12 58 | | 2 09 | 111 00 | 18 00 | 15 00 | | | | |
| Deakton..... | 675 12 | | 480 | 21,859 88 | 87 89 | 87 | 22,874 47 | 166 03 | 68 83 | | 7 82 | 213 75 | 26 25 | 26 25 | | | | |
| Dorchester..... | 1,417 61 | | 728 | 10,349 41 | 56 56 | 151 | 10,284 31 | 831 70 | 36 11 | 8 26 | 5 62 | 462 00 | 13 50 | 60 00 | | | | |
| Douglasdown..... | 286 02 | | 173 | 2,146 00 | 12 15 | 11 | 507 73 | 60 86 | 6 89 | | 1 85 | 117 00 | | 11 25 | | | | |
| Edmundston..... | 1,310 29 | | 977 | 16,673 77 | 83 99 | 213 | 1,570 98 | 518 58 | 19 28 | | 4 26 | 481 50 | 15 00 | 60 00 | | | | |
| Edmundston Crossing..... | 147 08 | | 261 | 3,709 37 | 19 69 | 35 | 938 98 | 51 58 | 10 32 | | 0 76 | 67 50 | 13 50 | 3 75 | | | | |
| Elgin..... | 433 77 | | 663 | 11,331 23 | 57 97 | 233 | 3,871 56 | 283 99 | 35 01 | 6 00 | 4 88 | 171 00 | 22 50 | 18 75 | | | | |
| Elm Tree..... | 201 92 | | 219 | 5,125 69 | 22 11 | 70 | 1,801 51 | 69 82 | 15 93 | | 1 35 | 78 75 | 2 25 | 7 50 | | | | |
| Fairville..... | 1,217 25 | | 368 | 8,836 11 | 21 28 | 175 | 2,802 81 | 163 95 | 11 13 | 0 02 | 0 41 | 318 00 | 18 00 | 45 00 | | | | |
| Florenceville..... | 617 82 | | 298 | 3,371 16 | 22 72 | 81 | 1,531 86 | 135 05 | 13 05 | | 1 13 | 172 50 | 18 00 | 18 75 | | | | |
| Florenceville East..... | 591 57 | | 569 | 8,932 00 | 16 55 | 137 | 3,684 21 | 501 11 | 25 61 | 3 51 | 3 51 | 216 00 | 2 25 | 26 25 | | | | |
| Fredericton..... | 13,382 53 | | 1,512 | 21,845 18 | 111 53 | 3,903 | 81,278 88 | 16,415 61 | | | | | | | | | | |
| Fredericton Junction..... | 306 08 | | 157 | 2,257 31 | 12 10 | 56 | 832 76 | 38 25 | 6 50 | | 1 85 | 121 50 | 21 75 | 11 25 | | | | |
| Gagetown..... | 471 67 | | 555 | 5,572 17 | 16 11 | 183 | 4,159 19 | 159 73 | 28 60 | 3 30 | 3 33 | 181 50 | 21 00 | 18 75 | | | | |
| Gibson..... | 490 00 | | 218 | 3,760 83 | 18 65 | 96 | 1,791 86 | 120 95 | 12 41 | | 2 99 | 221 25 | 22 50 | 22 50 | | | | |
| Glassville..... | 282 47 | | 191 | 5,469 67 | 23 27 | 43 | 876 51 | 131 15 | 15 52 | | 1 17 | 108 00 | 18 00 | 11 25 | | | | |
| Grande Anse..... | 337 11 | | 157 | 6,812 36 | 21 17 | 116 | 1,863 10 | 92 70 | 22 02 | | 1 22 | 123 75 | 1 50 | 11 25 | | | | |
| Grand Falls..... | 1,017 32 | | 726 | 13,761 11 | 68 65 | 229 | 5,273 91 | 212 02 | 10 81 | 10 25 | 6 15 | 332 50 | 30 00 | 45 00 | | | | |
| Grand Harbour..... | 292 07 | | 62 | 2,519 62 | 9 67 | 19 | 361 97 | 49 50 | 7 49 | | 1 99 | 133 50 | 6 75 | 15 00 | | | | |
| Grand Harbour..... | 43 98 | | 293 | 6,138 63 | 26 61 | 47 | 854 65 | 109 25 | 17 29 | | 0 53 | 62 50 | | 3 75 | | | | |
| Grand Sherague..... | 88 72 | | 145 | 2,965 83 | 12 79 | 33 | 711 41 | 34 01 | 8 92 | | 0 25 | 33 00 | | 3 75 | | | | |
| Hampstead..... | 399 83 | | 413 | 6,651 83 | 33 02 | 306 | 1,489 89 | 289 39 | 22 51 | 4 94 | 2 68 | 165 00 | 6 75 | 17 50 | | | | |

SESSIONAL PAPER No. 24

| | | | | | | | | | | | | | |
|-----------------------|-----------|-------|-----------|--------|-------|-----------|----------|--------|--------|-------|-----------|--------|-------|
| Harcourt..... | 701 27 | 1,119 | 21,876 57 | 99 25 | 215 | 3,881 37 | 273 71 | 64 59 | 0 57 | 3 21 | 306 00 | 31 50 | 30 00 |
| Hartland..... | 1,380 39 | 613 | 11,380 39 | 58 11 | 292 | 5,376 71 | 625 49 | 37 55 | 27 61 | 10 68 | 388 50 | 30 00 | 15 00 |
| Harvey..... | 116 07 | 284 | 5,257 55 | 26 12 | 392 | 1,979 00 | 37 61 | 16 35 | 2 95 | 2 15 | 183 75 | 30 00 | 3 75 |
| Harvey Station..... | 282 11 | 121 | 3,393 68 | 11 19 | 128 | 2,310 92 | 87 61 | 11 68 | 2 27 | 2 27 | 126 00 | 28 50 | 11 25 |
| Hawthorn..... | 119 74 | 71 | 1,301 41 | 6 15 | 11 | 131 87 | 21 68 | 3 58 | 1 29 | 1 29 | 58 50 | 16 50 | 3 75 |
| Hillsborough..... | 932 27 | 551 | 9,079 59 | 47 30 | 307 | 3,752 15 | 152 77 | 32 60 | 6 84 | 6 84 | 355 50 | 16 50 | 45 00 |
| Hopewell Cape..... | 403 83 | 251 | 1,379 61 | 22 41 | 127 | 2,351 51 | 186 70 | 11 81 | 27 07 | 3 61 | 177 00 | 18 75 | 10 00 |
| Hopewell Hill..... | 193 18 | 326 | 3,616 25 | 21 01 | 355 | 911 26 | 86 92 | 10 77 | 1 23 | 1 23 | 108 50 | 7 50 | 10 00 |
| Hoy Station..... | 127 15 | 51 | 715 59 | 3 73 | 42 | 420 90 | 71 37 | 6 30 | 1 50 | 1 50 | 61 00 | 10 50 | 3 75 |
| Inkerman..... | 107 00 | 255 | 4,281 01 | 21 42 | 111 | 312 81 | 12 00 | 12 38 | 0 15 | 0 15 | 42 00 | 2 25 | 3 75 |
| Jacksonville..... | 120 00 | 139 | 1,639 31 | 9 18 | 29 | 380 58 | 18 40 | 1 78 | 1 62 | 1 62 | 18 00 | 16 50 | 3 75 |
| Jacquet River..... | 279 30 | 331 | 7,379 46 | 31 01 | 69 | 1,111 71 | 88 50 | 21 32 | 2 36 | 2 36 | 118 50 | 16 50 | 11 25 |
| Jenseng..... | 393 32 | 40 | 587 91 | 3 11 | 11 | 321 61 | 28 69 | 1 88 | 0 16 | 0 16 | 11 25 | 1 30 | 3 75 |
| Kilburn..... | 312 32 | 7 | 890 03 | 5 09 | 50 | 612 75 | 46 37 | 3 09 | 1 86 | 1 86 | 162 50 | 13 50 | 17 50 |
| Kingsclear..... | 63 88 | 63 | 1,139 82 | 6 83 | 12 | 111 63 | 33 30 | 1 31 | 27 00 | 1 26 | 60 00 | 2 25 | 3 75 |
| Kingston, Kings..... | 148 01 | 116 | 2,196 21 | 11 11 | 63 | 863 99 | 61 35 | 7 37 | 0 32 | 0 32 | 58 50 | 2 25 | 3 75 |
| Koudibougaue..... | 208 19 | 54 | 1,770 11 | 1 01 | 11 | 943 63 | 18 20 | 3 59 | 0 11 | 0 11 | 110 00 | 7 50 | 11 25 |
| Lanquene..... | 152 78 | 199 | 5,029 38 | 20 87 | 12 | 215 81 | 51 25 | 13 83 | 3 04 | 3 04 | 72 00 | 16 50 | 7 50 |
| Lepreau..... | 160 50 | 161 | 2,008 03 | 11 36 | 30 | 116 69 | 7 09 | 5 69 | 0 11 | 0 11 | 71 50 | 18 75 | 7 50 |
| Lejeune..... | 656 35 | 300 | 1,889 06 | 21 39 | 91 | 765 98 | 161 38 | 13 92 | 2 68 | 2 68 | 270 00 | 30 00 | 30 00 |
| Leslieville..... | 131 88 | 501 | 9,915 31 | 16 80 | 28 | 228 90 | 12 90 | 27 57 | 1 29 | 1 29 | 60 00 | 3 75 | 3 75 |
| Lower Cove..... | 71 80 | 57 | 1,798 56 | 6 91 | 11 | 112 82 | 15 00 | 2 73 | 0 11 | 0 11 | 29 25 | 2 50 | 2 50 |
| Lower Caraque..... | 862 16 | 534 | 7,003 53 | 39 71 | 123 | 1,382 53 | 91 15 | 20 51 | 19 90 | 2 52 | 333 00 | 8 25 | 30 00 |
| McAdam-Junction..... | 1,388 86 | 577 | 6,286 39 | 39 89 | 128 | 1,376 47 | 195 30 | 19 69 | 1 03 | 1 03 | 135 75 | 3 75 | 3 75 |
| Marysville..... | 153 98 | 176 | 1,678 37 | 19 47 | 48 | 571 27 | 176 46 | 3 39 | 1 26 | 1 26 | 60 00 | 18 00 | 15 00 |
| Medhette..... | 341 46 | 389 | 7,713 07 | 31 11 | 286 | 3,336 37 | 211 27 | 27 21 | 1 23 | 1 23 | 151 50 | 30 00 | 30 00 |
| Memramcook..... | 601 34 | 106 | 2,028 91 | 19 16 | 61 | 629 37 | 131 08 | 6 45 | 6 22 | 6 22 | 271 50 | 2 25 | 15 00 |
| Middle-Suckville..... | 319 27 | 211 | 4,433 72 | 21 57 | 92 | 1,629 71 | 166 05 | 11 86 | 3 68 | 3 68 | 112 50 | 2 25 | 15 00 |
| Millerton..... | 912 21 | 686 | 9,638 11 | 32 22 | 221 | 3,100 42 | 91 73 | 31 01 | 15 68 | 2 05 | 351 00 | 37 50 | 45 00 |
| Milltown..... | 328 01 | 273 | 4,329 36 | 24 32 | 61 | 1,101 01 | 51 15 | 11 69 | 1 57 | 1 57 | 127 50 | 10 00 | 11 25 |
| Minto..... | 150 36 | 96 | 2,161 21 | 12 63 | 31 | 1,088 63 | 51 15 | 7 11 | 22 79 | 22 79 | 58 50 | 10 00 | 3 75 |
| Moncton..... | 18,517 01 | 2,701 | 38,501 19 | 223 11 | 3,320 | 96,837 67 | 8,771 60 | 118 20 | 102 92 | 22 35 | 63,911 21 | 92 25 | 3 75 |
| Mount Carmel..... | 115 40 | 902 | 5,328 16 | 29 66 | 63 | 945 57 | 55 58 | 15 96 | 0 92 | 0 92 | 36 00 | 2 25 | 3 75 |
| Narrows..... | 74 20 | 213 | 3,176 38 | 23 80 | 87 | 1,733 59 | 77 11 | 16 87 | 0 11 | 0 11 | 27 00 | 7 50 | 7 50 |
| Nauyasgawand..... | 182 90 | 82 | 2,633 20 | 19 35 | 11 | 219 80 | 19 45 | 7 79 | 0 70 | 0 70 | 79 50 | 106 50 | 7 50 |
| Newcastle..... | 3,817 11 | 1,712 | 57,229 37 | 157 60 | 1,073 | 25,674 86 | 2,287 86 | 89 57 | 1 33 | 1 33 | 1,107 00 | 106 50 | 15 00 |
| Newcastle Creek..... | 48 35 | 3 | 770 09 | 3 11 | 3 | 347 86 | 10 00 | 2 11 | 0 18 | 0 18 | 21 00 | 2 25 | 15 00 |
| New Mills..... | 309 01 | 151 | 9,827 47 | 12 90 | 37 | 3,075 03 | 95 13 | 6 29 | 0 22 | 0 22 | 138 75 | 60 00 | 30 00 |
| North Head..... | 661 01 | 352 | 1,757 71 | 26 80 | 106 | 3,926 68 | 163 01 | 49 31 | 1 98 | 1 98 | 276 00 | 255 00 | 30 00 |
| Oak Point..... | 612 92 | 37 | 1,118 56 | 5 68 | 33 | 881 52 | 21 94 | 1 64 | 0 76 | 0 76 | 49 50 | 30 00 | 15 00 |
| Oronoco..... | 312 96 | 231 | 3,663 33 | 19 99 | 158 | 3,098 88 | 166 01 | 13 01 | 1 12 | 1 12 | 160 50 | 30 00 | 15 00 |
| Ossonge..... | 806 81 | 182 | 8,890 51 | 43 98 | 109 | 2,772 17 | 318 98 | 26 75 | 2 83 | 2 83 | 327 00 | 75 00 | 30 00 |
| Pandisquis..... | 313 63 | 305 | 5,717 35 | 27 21 | 189 | 6,191 73 | 24 91 | 16 84 | 3 16 | 3 16 | 115 50 | 9 00 | 15 00 |
| Perth..... | 967 22 | 283 | 5,457 09 | 28 70 | 135 | 2,078 66 | 216 01 | 19 35 | 9 58 | 9 58 | 331 50 | 56 25 | 30 00 |
| Petitcodiac..... | 977 19 | 739 | 11,333 42 | 67 31 | 389 | 6,061 90 | 381 22 | 16 38 | 7 91 | 4 81 | 336 00 | 127 50 | 30 00 |
| Petit Roehar..... | 186 38 | 366 | 6,813 42 | 33 47 | 65 | 1,147 21 | 169 32 | 19 71 | 12 10 | 12 10 | 75 00 | 30 00 | 3 75 |
| Forston..... | 10 88 | 6 | 163 07 | 0 72 | 8 | 163 54 | 16 54 | 0 81 | 0 38 | 0 38 | 18 75 | 30 00 | 3 75 |
| Plaster Rock..... | 565 12 | 286 | 7,247 11 | 33 30 | 15 | 581 71 | 107 35 | 20 97 | 3 06 | 3 06 | 204 00 | 26 00 | 22 50 |

a Salary, &c., entered in Auditor General's report.

b Accounting commission on October 1, 1906.

c Including commission on box rents.

APPENDIX C Continued. STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick - Concluded.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on S. B. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|---------------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|------------------------------------|---|---------|---|--------|---------|--------------------|---|
| | | | | | | | | cts. | cts. | cts. | cts. | | | |
| Pointe-de-Bute. | 189 36 | 112 | 2,541 20 | 12 03 | 49 | 1,232 25 | 101 69 | 8 88 | 3 49 | 80 00 | 7 50 | | | |
| Port Blegu. | 811 43 | 534 | 7,330 53 | 11 40 | 329 | 6,324 61 | 411 04 | 23 20 | 5 74 | 315 00 | 30 00 | 22 50 | 30 00 | |
| Renous Bridge. | 296 56 | 182 | 1,542 13 | 22 00 | 22 | 115 86 | 12 30 | 12 98 | 2 95 | 75 00 | 3 75 | 7 50 | 7 50 | |
| Rexton. | 1,313 30 | 567 | 13,299 77 | 60 83 | 806 | 19,326 84 | 957 46 | 46 38 | 11 03 | 4 49 | 376 50 | 48 75 | 45 00 | |
| Richmanto. | 1,627 61 | 935 | 16,317 52 | 79 24 | 354 | 6,192 88 | 485 47 | 51 82 | 6 55 | 6327 75 | 75 00 | | | |
| Richmond Corner. | 629 44 | 29 | 544 35 | 2 61 | 17 | 396 25 | 1 66 | 1 66 | 1 66 | 30 00 | 3 75 | 3 75 | | |
| Riley Brook. | 117 67 | 97 | 2,397 41 | 11 23 | 8 | 39 07 | 3 37 | 6 73 | 1 66 | 49 50 | 3 75 | | | |
| River Charles. | 93 03 | 139 | 1,590 80 | 9 37 | 63 | 611 27 | 96 79 | 4 36 | 0 33 | 59 50 | 3 75 | | | |
| River de Cluie. | 66 23 | 29 | 858 37 | 3 49 | 7 | 236 39 | 31 34 | 2 40 | 1 00 | 47 00 | 4 50 | 4 50 | 3 75 | |
| River Louisou. | 127 58 | 134 | 3,078 22 | 14 07 | 23 | 666 43 | 41 80 | 8 72 | 2 78 | 56 25 | 5 25 | 5 25 | 3 75 | |
| River Side. | 397 29 | 216 | 2,666 25 | 15 52 | 93 | 2,319 71 | 134 58 | 8 01 | 2 02 | 145 50 | 15 00 | | | |
| Rockhaml. | 35 02 | 22 | 462 70 | 2 17 | 11 | 292 16 | 15 00 | 1 50 | 0 41 | 24 25 | | | | |
| Rogersville. | 500 83 | 1,235 | 24,917 56 | 118 87 | 325 | 5,493 61 | 195 90 | 78 46 | 2 43 | 217 50 | 5 25 | 22 50 | 30 00 | |
| Rothsay. | 731 57 | 410 | 4,569 88 | 30 89 | 110 | 3,065 00 | 176 28 | 16 84 | 1 32 | 306 00 | 20 25 | 20 25 | 30 00 | |
| St. Andrews. | 1,917 57 | 1,294 | 16,136 97 | 91 03 | 577 | 8,741 51 | 556 88 | 58 98 | 6 33 | 619 50 | 12 00 | 12 00 | 75 00 | |
| St. Anthony. | 6,871 30 | 171 | 6,871 30 | 25 76 | 33 | 798 91 | 4 70 | 20 63 | 0 90 | 47 50 | 6 00 | 6 00 | 7 50 | |
| St. Charles. | 54 24 | 77 | 2,506 49 | 10 27 | 21 | 322 89 | 3 50 | 7 60 | 0 81 | 27 00 | | | | |
| St. George. | 1,243 26 | 1,144 | 13,130 32 | 81 22 | 324 | 6,685 65 | 684 63 | 46 60 | 3 49 | 411 00 | 27 00 | 60 00 | 60 00 | |
| St. John | 78,595 56 | | | | | | | | | | | | | |
| (Divided as follows): | | | | | | | | | | | | | | |
| Head Office. | 68,077 16 | 6,471 | 92,803 98 | 601 25 | 28,953 | 529,688 71 | 44,576 35 | | e261 99 | d | | | | |
| Garden Street. | 1,481 00 | 465 | 5,466 61 | 33 65 | 11 | 71 37 | 19 35 | 15 03 | 0 19 | 75 00 | | | | |
| Haymarket Square. | 1,392 00 | 565 | 6,633 26 | 38 54 | 13 | 99 25 | 79 65 | 18 11 | 1 12 | 75 00 | | | | |
| Indianoven. | 1,074 67 | 703 | 13,168 04 | 61 63 | 45 | 2,618 86 | 163 44 | 38 65 | 6 20 | 330 00 | | | 60 00 | |
| Marsh Bridge. | 94 04 | | | | | | | | | 31 50 | | | 3 75 | |
| Midbridgeville. | 96 00 | | | | | | | | | 43 50 | | | | |
| St. John North. | 1,826 00 | 555 | 8,080 39 | 41 26 | 68 | 916 62 | 176 53 | 23 59 | 1 67 | 112 50 | | | | |
| St. John West. | 2,184 69 | 731 | 9,374 41 | 62 01 | 391 | 8,395 24 | 265 40 | | | | | | | |
| Sand Point Road. | 2 00 | | | | | | | | | | | | | |
| Union Street. | 2,218 00 | 603 | 1,619 88 | 34 42 | 9 | 124 64 | | | | 18 75 | | | | |
| St. Joseph, Westmoreland. | 576 61 | 395 | 6,773 24 | 32 50 | 299 | 5,995 02 | 426 35 | 12 71 | 0 43 | 112 50 | | 4 50 | 22 50 | |
| St. Leonard Station. | 272 69 | 2 | 61 39 | 0 31 | | | 55 00 | 0 17 | 0 20 | 112 50 | | 3 00 | 11 25 | |
| St. Louis de Kent. | 261 81 | 407 | 12,510 97 | 50 71 | 134 | 2,223 04 | 24 95 | 38 62 | 3 68 | 103 50 | | 13 50 | 11 25 | |

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|---|------------|--------------|----------|--------|--------------|------------|----------|--------|--------|-----------|----------|----------|
| St. Martin's..... | 565 | 11,916 01 | 63 14 | 259 | 4,339 49 | 220 61 | 45 29 | 13 39 | 6 99 | 228 00 | 8 25 | 22 50 |
| St. Mary's Ferry..... | 340 | 4,363 75 | 23 99 | 139 | 1,688 82 | 100 48 | 13 19 | | 0 98 | 236 25 | | 30 00 |
| St. Paul's..... | 229 | 1,912 21 | 22 50 | 30 | 1,288 14 | 47 85 | 11 29 | | 1 45 | 45 00 | | 3 75 |
| St. Stephen..... | 2,068 | 31,432 35 | 186 49 | 1,067 | 25,917 63 | 2,240 69 | 112 66 | 136 95 | 8 81 | 2,119 50 | 266 25 | 150 00 |
| Sackville..... | 1,052 | 11,549 74 | 74 67 | 1,683 | 31,135 18 | 2,426 78 | 49 84 | 11 38 | 10 60 | 1,125 00 | 213 75 | 26 25 |
| Sadlary..... | 596 | 12,404 34 | 58 37 | 1,639 | 2,602 30 | 296 48 | 36 49 | 15 04 | 6 32 | 264 00 | 18 00 | 75 00 |
| Shediac..... | 1,868 81 | 13,141 71 | 90 16 | 1,064 | 15,632 04 | 1,199 37 | 67 60 | 3 45 | 18 54 | 531 00 | 183 00 | 75 00 |
| Shediac..... | 277 | 6,407 05 | 28 34 | 123 | 2,333 01 | 31 70 | 17 97 | | 0 13 | 139 50 | | 3 75 |
| Shippagan..... | 390 | 10,586 10 | 44 18 | 39 | 662 91 | 60 25 | 29 53 | | 1 75 | 106 50 | 33 00 | 11 25 |
| South Nelson..... | 243 | 5,088 07 | 23 66 | 39 | 523 69 | 74 58 | 14 00 | | 0 12 | 240 00 | 3 00 | 26 25 |
| Springfield..... | 200 | 3,411 63 | 16 96 | 104 | 2,578 92 | 69 10 | 14 35 | | 0 42 | 48 00 | 8 25 | 3 75 |
| Stanley..... | 285 | 6,768 93 | 30 65 | 116 | 1,957 61 | 302 63 | 2 40 | | 1 37 | 293 50 | 8 00 | 30 00 |
| Surrey..... | 23 | 153 95 | 1 00 | 4 | 46 69 | 51 68 | 0 51 | | 0 73 | 87 00 | | 7 50 |
| Swiss..... | 1,512 | 23,539 97 | 121 88 | 1,334 | 29,725 55 | 2,880 58 | 79 88 | 29 03 | 17 14 | 1,228 50 | 82 50 | 7 50 |
| Tabernacle..... | 164 | 4,290 48 | 18 75 | 42 | 926 82 | 34 63 | 13 63 | | 1 76 | 76 50 | 2 25 | 7 50 |
| Taymouth..... | 174 89 | 1,876 87 | 8 57 | 8 | 122 49 | 117 10 | 5 17 | | 2 08 | 66 00 | | 3 75 |
| Tracadie..... | 650 | 8,307 51 | 43 35 | 140 | 3,195 89 | 195 15 | 29 42 | 1 53 | 1 21 | 217 50 | 10 50 | 21 25 |
| Tracy Station..... | 127 81 | 1,366 98 | 8 02 | 15 | 181 99 | 76 30 | 5 63 | | 1 54 | 66 00 | 3 75 | 7 50 |
| Uplam..... | 35 | 1,171 99 | 5 34 | 27 | 4,016 13 | 50 35 | 5 05 | | 0 38 | 37 00 | | 3 75 |
| Upper Gagetown..... | 130 | 3,254 58 | 11 93 | 56 | 1,565 61 | 66 17 | 9 46 | | 1 33 | 53 50 | | 3 75 |
| Upper Poekmoncho..... | 85 | 1,831 24 | 8 64 | 16 | 304 60 | 35 52 | 5 01 | | 2 18 | 78 00 | 6 00 | 7 50 |
| Upper St. Basil..... | 249 | 3,706 41 | 18 86 | 12 | 243 20 | 101 05 | 10 25 | | 1 79 | 114 00 | | 11 25 |
| Upper Woodstock..... | 101 | 928 86 | 5 90 | 30 | 474 65 | 176 10 | 3 13 | | 0 50 | 54 00 | | 3 75 |
| Wellsford..... | 38 | 731 56 | 4 18 | 87 | 4,335 56 | 73 05 | 3 80 | | 1 65 | 147 00 | 18 00 | 15 00 |
| Westfield..... | 65 | 511 87 | 3 50 | 28 | 540 57 | 22 40 | 2 52 | | 0 26 | 81 00 | 49 50 | 7 50 |
| Woodstock..... | 876 | 17,837 72 | 87 01 | 1,811 | 30,137 41 | 3,618 56 | 72 84 | 191 36 | 27 45 | 1,798 50 | 130 00 | 7 50 |
| Non-accounting Office..... | 37,692 68 | | | | | | | | | 25,530 81 | 659 24 | 440 00 |
| Less Value of Postage Stamps affixed to Postal Notes..... | 247,390 75 | | | | | | | | | | | |
| Totals..... | 73,039 | 4,269,290 46 | 6,533 76 | 65,847 | 1,212,888 11 | 107,441 80 | 3,647 70 | 882 52 | 800 25 | 61,729 30 | 4,261 82 | 2,916 25 |

a Including commission on box rents; b Accounting from March 1st, 1907; c Commission to non-accounting offices, &c. / Salary, &c., entered in Auditor General's Report; c Non-accounting from March 1st, 1907.

APPENDIX C—Continued.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|-------------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|------------------------------------|--------|---|--------|---|--------|---------|--------------------|---|
| | § cts. | | | | | | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | | | |
| Alberton | 1,176 05 | 587 | 11,415 90 | 54 46 | 329 | 10,573 80 | 441 10 | 52 66 | 2 83 | 8 10 | 425 00 | 24 00 | 45 00 | | |
| Baddeck | 160 92 | 132 | 2,408 43 | 41 97 | 44 | 848 89 | 66 70 | 7 43 | ..... | 2 63 | 67 50 | 6 00 | 7 50 | | |
| Belfast | 292 77 | 178 | 3,453 90 | 16 47 | 58 | 1,592 63 | 106 55 | 11 98 | ..... | 1 35 | 88 50 | 19 00 | 7 50 | | |
| Bloomfield Station | 120 16 | 70 | 970 50 | 5 36 | 46 | 599 19 | 14 05 | 3 85 | ..... | 0 02 | 72 25 | 13 50 | 3 75 | | |
| Breadalbane | 276 63 | 237 | 7,881 67 | 30 21 | 167 | 4,684 27 | 97 40 | 29 43 | ..... | 2 09 | 135 50 | 82 50 | 11 25 | | |
| Bridgeport | 120 31 | 268 | 3,478 93 | 20 53 | 171 | 3,458 92 | 297 40 | 17 90 | ..... | 1 76 | 52 50 | 1 50 | 3 75 | | |
| Cape Traverse | 184 64 | 16 | 373 82 | 1 67 | 28 | 460 15 | 72 20 | 1 24 | ..... | 1 32 | 88 50 | 18 00 | 7 50 | | |
| Cardigan Bridge | 350 92 | 250 | 4,040 63 | 20 89 | 295 | 3,639 32 | 293 35 | 20 33 | 0 53 | 2 50 | 168 00 | 63 00 | 18 75 | | |
| Charlottetown | 17,305 72 | 3,145 | 48,788 21 | 279 96 | 5,792 | 104,936 18 | 10,876 46 | ..... | ..... | 65 19 | ..... | ..... | ..... |  |  |
| Coleman | 263 33 | 93 | 1,049 40 | 6 04 | 75 | 1,583 91 | 75 35 | 5 75 | ..... | 0 68 | 115 50 | 18 00 | 11 25 | | |
| Preetown | 133 53 | 74 | 1,161 61 | 5 81 | 38 | 988 42 | 35 45 | 5 26 | ..... | 1 02 | 66 00 | 5 25 | 7 50 | | |
| Georgetown | 597 25 | 618 | 10,248 90 | 33 30 | 336 | 7,577 22 | 411 02 | 38 68 | 4 83 | 2 65 | 342 00 | 22 00 | 30 00 | | |
| Head of St. Peter's Bay | 363 96 | 433 | 8,216 25 | 39 85 | 169 | 2,915 95 | 87 30 | 27 95 | ..... | 3 45 | 156 00 | 12 00 | 15 00 | | |
| Hunter's River | 222 74 | 192 | 4,892 43 | 21 18 | 100 | 2,524 44 | 133 40 | 15 61 | ..... | 1 58 | 97 50 | 63 75 | 7 50 | | |
| Kensington | 774 10 | 129 | 8,035 10 | 38 74 | 325 | 8,119 69 | 366 25 | 31 82 | 3 43 | 2 46 | 270 00 | 75 00 | 30 00 | | |
| Lot 56 | 36 91 | 102 | 2,028 91 | 10 06 | 35 | 936 81 | 24 00 | 6 66 | 0 22 | 2 43 | 40 50 | 5 25 | 3 75 | | |
| Montague | 1,227 02 | 511 | 9,886 26 | 48 09 | 684 | 16,255 36 | 883 24 | 49 86 | 5 23 | 6 43 | 486 75 | 106 75 | 11 25 | | |
| Morrell Station | 267 79 | 214 | 3,397 13 | 18 13 | 157 | 3,000 20 | 91 58 | 15 19 | ..... | 1 22 | 118 50 | 6 75 | 15 00 | | |
| Mount Stewart | 342 79 | 398 | 4,578 74 | 21 91 | 145 | 2,098 78 | 135 60 | 16 28 | ..... | 1 26 | 146 25 | 10 50 | 15 00 | | |
| Mount St. John | 284 48 | 334 | 6,963 98 | 31 54 | 186 | 4,017 43 | 299 99 | 23 81 | ..... | 5 35 | 114 00 | 8 50 | 11 25 | | |
| Murray Harbour South | 284 48 | 279 | 4,451 21 | 22 82 | 189 | 4,192 56 | 136 55 | 18 02 | ..... | 2 61 | 165 00 | 8 75 | 7 50 | | |
| New Glasgow | 101 72 | 265 | 4,535 61 | 20 23 | 179 | 2,147 25 | 23 75 | 17 35 | ..... | 1 31 | 45 00 | 13 50 | 18 75 | | |
| O'Leary Station | 465 38 | 68 | 3,603 63 | 12 25 | 169 | 3,603 50 | 89 82 | 17 21 | ..... | 2 39 | 212 50 | 9 00 | 3 75 | | |
| Peake Station | 127 89 | 35 | 849 01 | 3 66 | 40 | 755 37 | 25 50 | 4 29 | ..... | 0 41 | 47 00 | 65 25 | 60 00 | | |
| Stom's East | 1,408 06 | 507 | 8,201 14 | 43 52 | 950 | 21,780 20 | 793 49 | 50 19 | | 8 05 | 478 50 | 65 25 | 7 50 | | |
| Stanley Bridge | 178 81 | 156 | 3,419 35 | 15 40 | 82 | 1,744 38 | 96 49 | 11 59 | 0 93 | 2 21 | 75 00 | | | | |

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|--|-----------|------------|----------|--------|------------|-----------|--------|-------|--------|-----------|----------|
| Summerside..... | 1,304 | 16,956 88 | 97 29 | 1,858 | 33,510 74 | 2,861 59 | 83 61 | 25 53 | 10 86 | 1,413 75 | 150 00 |
| Tyngish..... | 639 | 10,923 94 | 55 97 | 189 | 8,916 22 | 211 46 | 48 23 | 0 07 | 4 11 | 319 50 | 12 00 |
| Tyng Valley..... | 97 | 2,155 06 | 11 09 | 77 | 1,885 11 | 228 40 | 9 94 | | 1 93 | 64 50 | 3 75 |
| Vernon River Bridge..... | 55 | 1,537 14 | 7 17 | 25 | 661 90 | 48 25 | 1 78 | | 1 27 | 70 50 | 7 50 |
| Victoria..... | 457 | 2,684 21 | 13 72 | 35 | 692 72 | 97 31 | 7 43 | | 1 39 | 61 50 | 3 75 |
| Wellington Station..... | 208 | 5,351 62 | 23 56 | 158 | 4,123 26 | 135 79 | 22 57 | 3 39 | 2 10 | 88 50 | 7 50 |
| Non-accounting Post Offices..... | 122 | 2,601 41 | 11 85 | 63 | 801 88 | 100 78 | 8 62 | | 0 74 | 93 75 | 21 75 |
| | 12,329 45 | | | | | | | | | 9,200 19 | 315 87 |
| Less: Value of Postage Stamps affixed to Postal Notes..... | 54 65 | | | | | | | | | | |
| Totals..... | 15,324 73 | 210,556 40 | 1,076 71 | 13,522 | 207,980 92 | 19,630 20 | 689 14 | 17 59 | 152 77 | 15,323 94 | 1,163 87 |
| | | | | | | | | | | | 676 25 |

(a) Including commission on box rents. (b) Salary, etc., entered in Auditor General's Report. (c) Commission to non-accounting offices, etc.

APPENDIX C Continued.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | | Commission paid to Postmasters on M. O. business. | | Commission paid to Postmasters on P. N. business. | | Salary. | | Forward Allowance. | | Allowance towards Rent, Fuel and Light. | |
|------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------|------------------------------|------------------------------------|------|------------------------------------|------|---|------|---|------|---------|------|--------------------|------|---|------|
| | cts. | cts. | | cts. | cts. | cts. | cts. | | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. |
| Alexander..... | 823 | 17 | 1,071 | 15,138 | 66 | 88 | 18 | 116 | 2,962 | 79 | 418 | 47 | 42 | 43 | 7 | 41 | 333 | 00 | 3 | 00 | 56 | 25 |
| Altamont..... | 235 | 48 | 587 | 12,892 | 34 | 58 | 17 | 70 | 1,835 | 98 | 133 | 70 | 36 | 01 | 2 | 50 | 111 | 50 | | | 11 | 25 |
| Altona..... | 898 | 18 | 898 | 11,463 | 09 | 63 | 26 | 229 | 7,194 | 11 | 321 | 60 | 32 | 52 | 8 | 56 | 318 | 75 | | | 56 | 25 |
| Ardon..... | 1,692 | | 1,692 | 22,106 | 07 | 108 | 15 | 228 | 5,619 | 33 | 460 | 22 | 61 | 51 | 3 | 15 | 7 | 96 | 311 | 25 | 3 | 25 |
| Arnaud..... | 196 | 87 | 331 | 9,284 | 16 | 11 | 22 | 29 | 625 | 23 | 53 | 83 | 25 | 73 | 2 | 32 | 163 | 75 | | | 7 | 50 |
| Arrow River..... | 297 | 46 | 99 | 2,431 | 28 | 10 | 37 | 1 | 62 | 00 | 25 | 00 | 6 | 69 | 1 | 24 | 103 | 16 | | | 7 | 50 |
| Austin..... | 896 | 35 | 953 | 29,933 | 63 | 131 | 75 | 176 | 3,040 | 07 | 396 | 95 | 82 | 90 | 11 | 17 | 354 | 00 | | | 75 | 00 |
| Bagot..... | 269 | 24 | 331 | 3,670 | 17 | 12 | 81 | 41 | 165 | 37 | 79 | 50 | 29 | 86 | 2 | 96 | 129 | 00 | | | 11 | 25 |
| Baldou..... | 951 | 18 | 619 | 12,848 | 51 | 71 | 68 | 226 | 5,171 | 85 | 515 | 15 | 36 | 50 | 15 | 62 | 366 | 00 | | | 6 | 00 |
| Balmoral..... | 443 | 29 | 524 | 9,766 | 85 | 51 | 16 | 91 | 1,735 | 63 | 52 | 69 | 29 | 00 | 2 | 17 | 217 | 50 | | | 2 | 25 |
| Basswood..... | 276 | 59 | 437 | 11,425 | 61 | 50 | 11 | 16 | 191 | 16 | 161 | 27 | 31 | 19 | 5 | 76 | 106 | 50 | | | 2 | 25 |
| Beauséjour..... | 1,482 | 15 | 452 | 15,413 | 03 | 82 | 45 | 182 | 6,297 | 63 | 377 | 35 | 16 | 84 | 10 | 21 | 345 | 00 | | | 15 | 00 |
| Beaver..... | 219 | 77 | 10 | 272 | 20 | 1 | 13 | 1 | 43 | 22 | 153 | 76 | 0 | 71 | 0 | 91 | 87 | 00 | | | 7 | 50 |
| Beauport..... | 879 | 08 | 714 | 12,433 | 66 | 70 | 51 | 189 | 1,265 | 93 | 310 | 21 | 36 | 91 | 12 | 22 | 341 | 25 | | | 18 | 00 |
| Beresford..... | 295 | 82 | 13 | 116 | 15 | 0 | 76 | 571 | 1,298 | 58 | 1,687 | 02 | 10 | 50 | 0 | 76 | 115 | 50 | | | 11 | 25 |
| Bethab..... | 293 | 35 | 129 | 3,658 | 12 | 16 | 96 | 16 | 3,412 | 30 | 236 | 82 | 25 | 11 | 5 | 91 | 100 | 00 | | | 10 | 00 |
| Binscarth..... | 992 | 51 | 363 | 8,586 | 91 | 18 | 81 | 119 | 9,172 | 98 | 1,117 | 05 | 43 | 59 | 17 | 76 | 532 | 50 | | | 4 | 50 |
| Birdie..... | 1,691 | 77 | 675 | 11,282 | 51 | 77 | 86 | 397 | 8,377 | 67 | 1,251 | 46 | 89 | 41 | 6 | 06 | 14 | 40 | 802 | 50 | 15 | 00 |
| Bossvann..... | 2,635 | 02 | 2,124 | 36,079 | 51 | 292 | 72 | 411 | 8,577 | 67 | 1,251 | 46 | 35 | 81 | 0 | 70 | 3 | 51 | 191 | 25 | 15 | 00 |
| Bradford..... | 481 | 63 | 543 | 8,555 | 87 | 51 | 89 | 64 | 1,832 | 22 | 195 | 99 | 23 | 81 | 100 | 21 | 65,919 | 75 | | | 1,500 | 72 |
| Brandon..... | 32,793 | 36 | 6,430 | 117,376 | 33 | 969 | 13 | 7,365 | 176,281 | 32 | 21,681 | 13 | 354 | 02 | 17 | 91 | 100 | 21 | 65,919 | 75 | 1,500 | 72 |
| Brookdale..... | 360 | 30 | 388 | 8,716 | 63 | 12 | 01 | 9 | 337 | 62 | 95 | 55 | 21 | 05 | 3 | 75 | 174 | 00 | | | 18 | 75 |
| Camerton..... | 66 | 83 | 129 | 4,677 | 28 | 19 | 31 | 9 | 131 | 16 | 30 | 50 | 12 | 86 | 1 | 10 | 38 | 25 | | | 18 | 75 |
| Carberry..... | 3,012 | 76 | 816 | 14,620 | 12 | 97 | 11 | 504 | 13,292 | 93 | 1,693 | 80 | 41 | 54 | 21 | 14 | 1,021 | 17 | | | 19 | 50 |
| Carman..... | 3,015 | 38 | 2,191 | 47,472 | 45 | 252 | 58 | 865 | 29,913 | 37 | 1,333 | 37 | 135 | 41 | 22 | 40 | 981 | 00 | | | e12 | 51 |
| Carroll..... | 485 | 11 | 516 | 10,600 | 79 | 60 | 63 | 36 | 711 | 30 | 100 | 83 | 29 | 40 | 1 | 62 | 7,253 | 17 | | | 22 | 50 |
| Cartwright..... | 955 | 15 | 431 | 11,612 | 85 | 57 | 15 | 175 | 3,751 | 47 | 317 | 00 | 31 | 55 | 13 | 33 | 391 | 50 | | | 75 | 00 |

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|-----------------|-----------|-------|-----------|--------|-------|-----------|----------|--------|-------|----------|--------|--------|
| Clan William | 351 28 | 403 | 11,238 12 | 51 63 | 39 | 915 13 | 70 87 | 31 71 | 4 49 | 157 50 | 9 00 | 15 00 |
| Cleaver | 384 60 | 379 | 8,389 33 | 42 40 | 40 | 977 05 | 100 54 | 33 38 | 4 98 | 163 00 | 9 00 | 18 75 |
| Grandell | 552 11 | 445 | 12,460 29 | 61 54 | 44 | 1,249 98 | 115 55 | 24 69 | 9 78 | 218 00 | 2 25 | 22 50 |
| Cypress City | 1,279 65 | 922 | 16,735 92 | 98 51 | 267 | 7,523 99 | 567 51 | 49 63 | 10 51 | 457 50 | 24 00 | 93 75 |
| Cypress River | 516 34 | 106 | 10,844 16 | 66 86 | 167 | 3,284 41 | 350 65 | 31 01 | 2 78 | 312 00 | 3 00 | 56 25 |
| Darlingford | 4,310 88 | 1,320 | 2,270 88 | 13 91 | 39 | 1,161 18 | 180 70 | 7 75 | 5 30 | 105 50 | 3 00 | 18 75 |
| Dauphin | 34,118 43 | 1,280 | 34,118 43 | 178 63 | 1,103 | 25,981 55 | 2,965 46 | 100 73 | 43 89 | 1,135 00 | 327 00 | 296 25 |
| Dedart | 151 09 | 253 | 6,337 61 | 29 52 | 53 | 1,601 72 | 38 40 | 18 58 | 5 81 | 73 50 | 7 50 | 7 50 |
| Deloraine | 2,277 49 | 1,280 | 29,424 66 | 158 09 | 371 | 11,317 63 | 87 41 | 3 22 | 23 56 | 774 00 | 120 00 | 150 00 |
| Dominion City | 7,115 26 | 1,254 | 20,549 66 | 109 48 | 150 | 4,412 57 | 291 78 | 57 57 | 2 84 | 296 25 | 67 56 | 56 25 |
| Douglas Station | 474 42 | 927 | 11,587 30 | 63 06 | 53 | 1,117 68 | 94 80 | 33 24 | 4 26 | 217 50 | 27 00 | 22 50 |
| Dunrea | 418 59 | 763 | 32,966 60 | 126 08 | 65 | 2,427 84 | 150 25 | 90 93 | 7 31 | 229 50 | 6 00 | 22 00 |
| East Selkirk | 43 | 43 | 960 01 | 4 49 | 21 | 629 02 | 47 90 | 3 21 | 0 49 | 111 00 | 6 00 | 10 00 |
| Edrans | 275 27 | 179 | 3,252 08 | 16 92 | 35 | 710 81 | 368 12 | 9 23 | 3 21 | 178 50 | 2 25 | 18 75 |
| Elgin | 1,937 80 | 763 | 17,715 91 | 93 70 | 115 | 4,904 18 | 104 33 | 50 30 | 13 14 | 399 00 | 92 50 | 108 33 |
| Elkhorn | 1,492 81 | 1,605 | 35,418 92 | 181 45 | 230 | 6,444 83 | 616 00 | 103 92 | 18 72 | 540 34 | 92 50 | 108 33 |
| Elm Creek | 808 16 | 417 | 10,078 65 | 51 47 | 210 | 4,384 80 | 360 01 | 30 16 | 7 15 | 270 00 | 2 25 | 56 25 |
| Elphinstone | 197 34 | 213 | 2,889 84 | 23 87 | 26 | 578 11 | 61 10 | 8 31 | 1 60 | 88 50 | 7 50 | 7 50 |
| Elva | 359 78 | 323 | 8,999 41 | 41 33 | 55 | 1,290 31 | 57 45 | 26 07 | 3 31 | 184 50 | 6 00 | 26 25 |
| Emerson | 1,130 60 | 988 | 19,619 32 | 137 83 | 366 | 7,581 57 | 647 04 | 59 75 | 14 72 | 517 50 | 8 25 | 93 75 |
| Etchebert | 319 77 | 51 | 1,714 99 | 7 39 | 8 | 226 31 | 113 82 | 4 93 | 1 07 | 912 75 | 11 25 | 11 25 |
| Fairfax | 224 74 | 256 | 6,519 06 | 29 85 | 27 | 456 45 | 67 51 | 18 88 | 3 38 | 108 75 | 2 25 | 11 25 |
| Farmville | 289 11 | 470 | 11,672 27 | 50 26 | 18 | 3,221 26 | 39 65 | 32 25 | 0 73 | 139 50 | 15 00 | 15 00 |
| Fox Warren | 613 60 | 1,957 | 31,563 47 | 135 83 | 89 | 3,963 02 | 144 45 | 92 20 | 7 05 | 236 25 | 6 00 | 26 25 |
| Franklin | 501 84 | 735 | 17,225 19 | 81 10 | 76 | 1,829 41 | 184 09 | 47 67 | 3 82 | 219 00 | 15 00 | 22 50 |
| Gilbert Plains | 1,161 50 | 1,651 | 40,436 87 | 195 53 | 263 | 5,358 66 | 564 66 | 116 83 | 19 19 | 641 2 00 | 18 00 | 75 00 |
| Gimli | 381 19 | 429 | 8,640 26 | 42 93 | 97 | 1,946 91 | 103 93 | 25 31 | 2 83 | 126 00 | 11 25 | 11 25 |
| Glaston | 2,428 17 | 1,392 | 18,545 57 | 117 17 | 555 | 13,836 32 | 1,006 28 | 61 34 | 6 99 | 727 50 | 150 00 | 150 00 |
| Glenboro | 1,077 07 | 957 | 13,827 35 | 78 20 | 207 | 4,325 37 | 544 66 | 10 67 | 6 83 | 397 50 | 3 00 | 75 00 |
| Glenella | 309 67 | 535 | 16,820 94 | 67 30 | 52 | 1,856 38 | 128 60 | 46 56 | 4 09 | 138 00 | 5 25 | 15 00 |
| Goodlands | 293 87 | 623 | 20,902 15 | 82 61 | 55 | 1,648 51 | 79 94 | 57 92 | 1 50 | 141 00 | 3 75 | 15 00 |
| Grand View | 1,556 78 | 1,947 | 34,135 98 | 178 49 | 187 | 5,368 73 | 562 90 | 95 46 | 7 55 | 658 00 | 3 75 | 93 75 |
| Gretna | 1,058 98 | 547 | 7,469 34 | 47 78 | 253 | 7,107 98 | 738 13 | 21 50 | 11 47 | 375 00 | 7 50 | 75 00 |
| Greiswald | 855 75 | 259 | 7,115 19 | 37 69 | 100 | 2,922 93 | 381 52 | 21 01 | 9 43 | 343 50 | 13 50 | 56 25 |
| Hampton | 1,957 12 | 642 | 14,011 12 | 89 79 | 258 | 7,722 31 | 570 74 | 41 60 | 12 96 | 545 50 | 3 75 | 112 50 |
| Harding | 228 87 | 460 | 10,428 35 | 47 17 | 63 | 1,825 53 | 191 21 | 28 67 | 3 23 | 90 00 | 7 50 | 7 50 |
| Haregave | 256 34 | 269 | 5,136 10 | 29 58 | 31 | 727 52 | 93 15 | 14 17 | 1 86 | 108 00 | 11 25 | 11 25 |
| Hartney | 1,907 31 | 1,734 | 33,768 96 | 186 90 | 321 | 8,954 49 | 915 44 | 96 20 | 17 03 | 615 00 | 131 25 | 131 25 |
| Headingley | 246 85 | 30 | 626 59 | 5 06 | 30 | 494 46 | 103 77 | 2 42 | 1 67 | 129 00 | 11 25 | 11 25 |
| High Bluff | 322 97 | 128 | 4,371 70 | 21 14 | 51 | 577 52 | 148 20 | 12 30 | 0 33 | 172 50 | 7 50 | 18 75 |
| Hilton | 1,114 54 | 325 | 12,404 74 | 49 79 | 41 | 795 36 | 107 65 | 34 22 | 4 10 | 93 00 | 7 50 | 7 50 |
| Holland | 1,17 54 | 478 | 10,812 14 | 60 91 | 239 | 5,054 25 | 446 71 | 32 85 | 19 57 | 106 50 | 7 50 | 75 00 |
| Holmfeld | 555 75 | 456 | 10,197 50 | 51 33 | 136 | 2,779 80 | 295 40 | 29 60 | 5 91 | 213 00 | 14 96 | 22 50 |
| Kawanda | 442 35 | 258 | 3,905 98 | 23 14 | 64 | 801 19 | 227 80 | 11 11 | 2 06 | 145 00 | 1 50 | 18 75 |
| Kellogg | 210 62 | 117 | 2,788 36 | 14 94 | 12 | 333 81 | 79 20 | 3 05 | 3 05 | 97 50 | 7 50 | 7 50 |
| Kelwood | 233 78 | 388 | 12,772 70 | 49 58 | 42 | 357 24 | 443 49 | 35 24 | 2 93 | 127 50 | 11 25 | 11 25 |
| Keulon | 462 37 | 337 | 8,816 39 | 43 02 | 66 | 1,708 85 | 153 79 | 25 02 | 7 57 | 168 00 | 4 50 | 18 75 |

a. Including commission on box rents. b. Including \$5 arrears night duty. c. Including \$1.25 arrears. d. Accounting from January 1, 1907. e. Accounting from March 1, 1907. f. Including \$2.50 arrears, night duty. g. Including \$4 arrears night duty. h. Non-accounting from October 1, 1906 to February 1, 1907. i. Accounting from October 1, 1906. j. Including \$1.17 arrears night duty.

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| | | | | | | | | | | | | |
|----------------------------|-----------|-------|-----------|--------|-------|-----------|-----------|--------|-------|-------|----------|----------|
| Ninette..... | 335 50 | 7 22 | 16,331 56 | 77 93 | 51 | 772 63 | 71 16 | 45 81 | | 2 07 | 141 00 | 15 00 |
| Ninga..... | 732 60 | 9 10 | 17,157 92 | 95 90 | 125 | 3,650 46 | 232 64 | 49 80 | | 8 55 | 308 00 | 56 25 |
| Norwood Grove..... | 1,730 72 | 57 5 | 7,237 55 | 51 86 | 114 | 1,625 48 | 312 04 | 21 91 | ..... | 1 79 | 475 50 | 93 75 |
| Notre-Dame de Lourdes..... | 1,119 57 | 47 8 | 14,900 06 | 72 36 | 75 | 1,711 19 | 36 40 | 44 74 | ..... | 2 17 | 81 00 | 7 50 |
| Oak Lake..... | 1,733 04 | 1,044 | 18,673 32 | 113 30 | 239 | 3,531 78 | 634 05 | 52 39 | ..... | 18 30 | 532 50 | 112 50 |
| Oak River..... | 776 79 | 421 | 8,601 30 | 46 80 | 117 | 2,801 53 | 173 60 | 25 43 | ..... | 8 41 | 303 00 | 56 25 |
| Oberon..... | 171 44 | 308 | 6,531 01 | 31 96 | 116 | 438 24 | 31 96 | 18 33 | ..... | 1 92 | 63 75 | 3 75 |
| Oberon..... | 436 48 | 215 | 3,922 20 | 19 91 | 74 | 1,905 57 | 192 94 | 11 29 | ..... | 2 24 | 198 00 | 18 75 |
| Ondene River..... | 562 67 | 508 | 8,603 40 | 47 93 | 123 | 2,924 69 | 103 69 | 24 69 | ..... | 3 87 | 217 50 | 22 50 |
| Orson..... | 1,731 93 | 1,414 | 18,005 91 | 117 56 | 283 | 6,085 73 | 732 89 | 52 32 | ..... | 11 79 | 568 50 | 112 50 |
| Papesmine..... | 873 35 | 733 | 15,357 15 | 83 07 | 396 | 2,249 42 | 283 05 | 44 36 | ..... | 7 41 | 302 00 | 56 25 |
| Papesmine..... | 803 96 | 857 | 27,503 75 | 114 83 | 135 | 3,183 92 | 471 85 | 77 44 | ..... | 13 41 | 300 00 | 6 00 |
| Plum Point..... | 804 92 | 1,313 | 34,157 24 | 146 37 | 95 | 2,615 57 | 157 21 | 93 98 | ..... | 6 83 | 292 50 | 56 25 |
| Plum Point..... | 233 48 | 25 | 1,025 76 | 4 13 | 19 | 519 12 | 22 15 | 3 17 | ..... | 1 76 | 105 00 | 6 00 |
| Portage la Prairie..... | 11,932 73 | 3,056 | 51,304 45 | 378 33 | 4,444 | 60,633 80 | 11,472 15 | 166 06 | ..... | 50 02 | 2,901 00 | 4,222 26 |
| Rapid City..... | 1,517 47 | 1,782 | 29,768 18 | 166 65 | 270 | 6,683 92 | 301 05 | 80 63 | ..... | 7 98 | 506 25 | 3 00 |
| Rathwell..... | 635 07 | 1,079 | 16,187 38 | 93 98 | 122 | 2,513 11 | 304 84 | 46 42 | ..... | 4 73 | 289 50 | 24 75 |
| Reaburn..... | 293 91 | 75 | 833 98 | 5 82 | 20 | 320 57 | 33 35 | 2 38 | ..... | 0 52 | 112 50 | 1 50 |
| Reston..... | 1,507 21 | 703 | 19,678 73 | 120 76 | 309 | 11,026 91 | 431 18 | 55 48 | ..... | 24 18 | 148 50 | 10 50 |
| Roblin..... | 848 31 | 361 | 8,766 70 | 40 75 | 140 | 3,988 96 | 280 21 | 26 28 | ..... | 13 76 | 283 50 | 9 66 |
| Roblin..... | 1,297 56 | 1,518 | 25,013 65 | 131 86 | 217 | 4,777 38 | 581 11 | 79 09 | ..... | 9 81 | 412 50 | 93 75 |
| Rosedale..... | 244 97 | 429 | 13,841 97 | 58 07 | 37 | 4,138 66 | 46 45 | 37 56 | ..... | 2 57 | 118 50 | 11 25 |
| Rosedale..... | 305 10 | 188 | 7,346 66 | 26 85 | 34 | 1,297 87 | 91 00 | 32 24 | ..... | 5 53 | 126 00 | 11 25 |
| Rosslawn..... | 580 16 | 387 | 10,600 67 | 55 35 | 45 | 1,212 25 | 232 96 | 30 58 | ..... | 6 75 | 165 00 | 13 50 |
| Rosser..... | 382 56 | 98 | 1,382 82 | 13 28 | 82 | 1,606 50 | 100 74 | 4 71 | ..... | 2 00 | 165 00 | 18 75 |
| Roundway..... | 270 95 | 335 | 9,206 26 | 39 63 | 51 | 7,779 49 | 112 73 | 25 52 | ..... | 3 00 | 130 50 | 11 25 |
| Roundway..... | 1,645 63 | 1,636 | 19,329 53 | 111 20 | 314 | 7,121 73 | 749 32 | 62 25 | ..... | 14 97 | 514 50 | 112 50 |
| St. Alphonse..... | 31 02 | 168 | 3,663 24 | 21 55 | 14 | 369 57 | 1 50 | 10 21 | ..... | 0 39 | 31 00 | ..... |
| St. Anne des Chenes..... | 253 61 | 121 | 2,277 08 | 11 35 | 31 | 508 15 | 335 79 | 6 84 | ..... | 3 80 | 118 50 | 6 00 |
| St. Boniface..... | 2,272 89 | 1,179 | 23,364 10 | 217 53 | 748 | 14,035 45 | 2,253 23 | 78 39 | ..... | 6 71 | 634 50 | 4 50 |
| St. Claude..... | 329 70 | 354 | 11,016 50 | 50 36 | 92 | 2,121 58 | 107 75 | 32 23 | ..... | 3 29 | 150 00 | 15 00 |
| St. Jean Baptiste..... | 361 41 | 522 | 10,858 79 | 50 80 | 99 | 2,226 15 | 176 62 | 32 15 | ..... | 5 65 | 195 03 | 18 75 |
| St. Laurent..... | 265 56 | 216 | 4,229 22 | 22 90 | 97 | 1,329 32 | 157 35 | 13 57 | ..... | 3 05 | 30 00 | 0 75 |
| St. Laurent..... | 216 31 | 115 | 1,779 31 | 14 16 | 116 | 2,251 44 | 151 53 | 7 49 | ..... | 1 19 | 33 00 | 7 50 |
| St. Norbert..... | 329 16 | 332 | 6,259 97 | 32 97 | 107 | 3,218 24 | 120 25 | 18 14 | ..... | 1 69 | 117 00 | 11 25 |
| St. Pierre..... | 327 90 | 132 | 3,157 16 | 17 20 | 52 | 1,478 25 | 236 02 | 10 15 | ..... | 3 65 | 117 00 | 11 25 |
| St. Rose du Lac..... | 210 07 | 137 | 2,475 66 | 12 76 | 45 | 1,370 34 | 100 65 | 8 67 | ..... | 1 09 | 85 50 | 7 50 |
| Solkirk..... | 2,385 08 | 1,397 | 24,648 28 | 158 15 | 411 | 9,959 53 | 1,233 98 | 74 73 | ..... | 1 59 | 727 50 | 150 00 |
| Sheol Lake..... | 2,126 67 | 1,874 | 28,344 82 | 176 66 | 360 | 7,416 19 | 832 81 | 80 75 | ..... | 11 69 | 603 00 | 112 50 |
| Sidney..... | 683 44 | 395 | 11,198 32 | 50 83 | 74 | 4,416 17 | 182 45 | 31 76 | ..... | 7 75 | 300 00 | 4 50 |
| Sifton..... | 304 31 | 318 | 12,811 88 | 56 90 | 71 | 1,887 44 | 152 25 | 36 15 | ..... | 2 95 | 111 00 | 11 25 |
| Sinclair Station..... | 113 32 | 913 | 24,534 30 | 105 36 | 71 | 2,036 86 | 110 21 | 68 28 | ..... | 1 30 | 150 00 | 7 50 |
| Snowflake..... | 522 38 | 156 | 5,656 71 | 23 10 | 31 | 628 31 | 119 61 | 14 92 | ..... | 5 88 | 210 00 | 22 50 |
| Solsgrth..... | 528 97 | 406 | 7,090 27 | 36 94 | 74 | 1,017 20 | 231 15 | 20 12 | ..... | 4 34 | 222 00 | 22 50 |
| Somerset..... | 610 70 | 571 | 13,108 09 | 62 76 | 279 | 7,427 47 | 617 20 | 58 18 | ..... | 6 60 | 278 75 | 56 25 |
| Souris..... | 3,569 71 | 1,278 | 27,307 77 | 173 68 | 561 | 16,125 85 | 1,390 12 | 30 10 | ..... | 30 10 | 1,039 00 | 187 50 |
| Spending..... | 480 30 | 527 | 9,018 42 | 49 41 | 54 | 2,333 39 | 80 75 | 27 72 | ..... | 2 20 | 176 25 | 18 75 |

a. Including commission on box rents.
 b. Accounting from February 1, 1907.
 c. Including \$45 arrears, night duty, &c.
 d. Including \$2.49 arrears, night duty.
 e. Including \$1.50 arrears, night duty.
 f. Including \$7.50 arrears, night duty.
 g. Including 66c. arrears.
 h. Including \$1.25 arrears.
 i. Including \$4.53 arrears, night duty.
 j. Including \$1.25 arrears.
 k. Including \$89.53 arrears.
 l. Including \$1.17 arrears, night duty.
 m. Including \$4.53 arrears, night duty.

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| | | | | | | | | | | |
|---|------------|---------|--------------|-----------|---------|--------------|----------|----------|-----------|----------|
| 7..... | 2,491 00 | 290 | 3,318 08 | 29 77 | 4 | 21 14 | 9 20 | 0 58 | 75 00 | |
| " | 415 00 | 121 | 3,137 45 | 11 70 | 1 | 5 00 | 8 63 | 2 48 | 75 00 | |
| 8..... | 2,226 00 | 171 | 1,865 11 | 21 92 | 1 | 7 00 | 5 13 | ..... | 79 51 | ..... |
| 9..... | 442 65 | 351 | 4,366 00 | 29 39 | 37 | 886 27 | 12 25 | 1 51 | 12,389 93 | ..... |
| Non-accounting Post Offices..... | 21,737 73 | | | | | | | | 13 50 | 29 50 |
| | | | | | | | | | 815 66 | 187 73 |
| Less—Value of Postage Stamps affixed to Postal Notes..... | 592,559 45 | | | | | | | | | |
| | 611 87 | | | | | | | | | |
| Totals..... | 591,911 58 | 172,268 | 3,377,378 88 | 21,868 01 | 159,181 | 3,381,011 71 | 7,632 47 | 1,913 45 | 75,091 53 | 4,801 61 |
| | | | | | | | | | | 9,211 89 |

a. Commission to non-accounting offices, &c. b. Accounting from August 1, 1906. c. Accounting from October 1, 1906. d. Salary, &c., entered in Auditor General's Report. e. Non-accounting from February 1, 1907. f. Including \$2 arrears night duty.

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| | | | | | | | | | | | | |
|----------------------------|----------|-------|-----------|--------|-------|-----------|----------|--------|-------|----------|---------|--------|
| Dabac..... | 663 41 | 807 | 25,972 08 | 106 18 | 116 | 3,976 32 | 182 10 | 75 21 | 7 62 | 225 00 | 2 25 | 22 50 |
| Duck Lake..... | 812 87 | 337 | 4,496 28 | 31 18 | 240 | 6,280 15 | 429 80 | 22 86 | 10 94 | 304 50 | 34 50 | 56 25 |
| Dundurn..... | 1,229 35 | 1,229 | 13,251 14 | 80 74 | 164 | 4,561 08 | 255 50 | 41 51 | 7 80 | 355 50 | 2 25 | 75 00 |
| Earl Grey..... | 669 58 | 84 | 960 61 | 6 91 | 9 | 333 51 | 336 45 | 2 88 | 2 38 | 141 00 | 0 75 | 56 25 |
| Estevan..... | 1,025 46 | 810 | 21,300 16 | 115 18 | 142 | 7,957 14 | 239 48 | 63 02 | 15 83 | 300 00 | 30 00 | 56 25 |
| Estevan Light Station..... | 2,138 | 2,138 | 35,737 12 | 214 66 | 571 | 12,159 68 | 749 28 | 112 87 | 17 23 | 711 00 | 22 50 | 131 25 |
| Estevan / Folding..... | 49 97 | 69 | 1,797 91 | 7 43 | 8 | 255 41 | 26 50 | 4 75 | 0 62 | 10 41 | ..... | 10 00 |
| Fillmore..... | 455 02 | 83 | 1,579 86 | 7 71 | 3 | 129 87 | 73 50 | 1 36 | 1 13 | 103 00 | ..... | 10 00 |
| Fleming..... | 1,000 91 | 730 | 12,305 31 | 64 07 | 201 | 5,618 62 | 249 02 | 38 21 | 7 50 | 276 00 | 7 50 | 56 25 |
| Fongel..... | 350 90 | 313 | 12,638 70 | 68 28 | 152 | 5,330 49 | 388 21 | 36 37 | 13 25 | 361 50 | ..... | 75 00 |
| Francis..... | 1,181 06 | 484 | 8,095 16 | 40 75 | 72 | 2,739 50 | 178 80 | 25 67 | 10 56 | 300 00 | 2 25 | 56 25 |
| Franklin..... | 606 81 | 633 | 9,781 14 | 48 61 | 33 | 2,579 77 | 162 84 | 25 65 | 7 80 | 193 75 | ..... | 26 25 |
| Gainsborough..... | 1,094 49 | 687 | 14,913 16 | 69 70 | 200 | 5,356 10 | 225 90 | 32 31 | 4 28 | 233 00 | 3 75 | 26 25 |
| Grivins..... | 1,036 21 | 595 | 13,604 34 | 59 56 | 63 | 5,378 52 | 254 72 | 45 31 | 11 40 | 375 00 | 10 50 | 75 00 |
| Glen Dyeon..... | 645 99 | 333 | 6,319 17 | 37 34 | 53 | 1,131 50 | 352 40 | 38 74 | 2 28 | 126 00 | ..... | 11 25 |
| Grand Coulee..... | 339 56 | 327 | 8,272 07 | 35 74 | 27 | 1,732 15 | 117 37 | 19 63 | 5 26 | 229 50 | 6 00 | 22 50 |
| Graysen..... | 439 03 | 125 | 11,660 17 | 53 68 | 90 | 2,525 24 | 161 75 | 22 99 | 3 06 | 126 00 | ..... | 11 25 |
| Greenfell..... | 2,713 03 | 1,776 | 35,559 81 | 192 63 | 485 | 12,943 09 | 102 15 | 35 33 | 4 26 | 138 00 | 2 25 | 15 00 |
| Hague..... | 1,022 34 | 398 | 19,151 07 | 68 53 | 22 | 12,940 07 | 1,040 10 | 107 90 | 8 67 | 783 00 | 3 00 | 150 00 |
| o/Habitic..... | 1,079 33 | 90 | 1,601 69 | 11 23 | 19 | 796 75 | 241 08 | 52 68 | 6 38 | 186 00 | ..... | 20 00 |
| Hanley..... | 2,391 35 | 1,916 | 27,062 71 | 150 20 | 533 | 378 43 | 211 70 | 5 04 | 5 42 | 321 00 | ..... | 56 25 |
| Harbert..... | 577 32 | 519 | 12,604 18 | 52 76 | 150 | 16,840 81 | 642 75 | 92 28 | 16 83 | 568 50 | 31 25 | 112 50 |
| Howard..... | 828 22 | 1,319 | 39,168 25 | 160 11 | 153 | 5,692 44 | 555 92 | 33 52 | 10 62 | 189 00 | 3 75 | 18 75 |
| Humboldt..... | 1,971 28 | 1,490 | 15,927 76 | 90 37 | 482 | 4,416 39 | 191 45 | 108 25 | 8 08 | 276 00 | 3 41 | 56 25 |
| Indian Head..... | 5,337 84 | 1,991 | 34,475 19 | 227 68 | 622 | 14,883 31 | 978 45 | 61 43 | 12 21 | 750 00 | 25 83 | 918 75 |
| o/Invermay..... | 317 33 | 20 | 238 27 | 1 34 | 1 | 16,639 43 | 2,039 09 | 101 41 | 23 95 | 1,548 00 | ..... | 300 00 |
| Kamsack..... | 602 02 | 214 | 3,893 50 | 23 82 | 71 | 1,25 00 | 121 02 | 0 61 | 0 46 | 113 25 | 3 00 | 11 25 |
| Kenaston..... | 235 16 | 232 | 4,758 92 | 22 60 | 31 | 1,791 38 | 493 68 | 12 80 | 3 90 | 203 75 | 15 00 | 18 75 |
| o/Kelly..... | 191 15 | 15 | 186 45 | 1 09 | ..... | 838 88 | 65 45 | 13 84 | 0 90 | 75 00 | ..... | 7 50 |
| Kiastino..... | 639 40 | 266 | 3,391 86 | 13 75 | 2 | 27 70 | 135 00 | 9 08 | 0 27 | 40 50 | ..... | 10 00 |
| o/Kisbey..... | 515 91 | 745 | 17,763 37 | 29 59 | 81 | 1,582 14 | 408 30 | 15 63 | 6 65 | 181 50 | 3 33 | 18 75 |
| Lang..... | 711 27 | 631 | 10,022 79 | 50 39 | 46 | 1,039 70 | 290 61 | 27 75 | 2 96 | 126 00 | 2 25 | 11 25 |
| Langenburg..... | 777 61 | 468 | 12,049 76 | 61 77 | 69 | 1,526 81 | 290 00 | 33 53 | 5 28 | 168 00 | ..... | 18 75 |
| o/Langham..... | 991 88 | 387 | 14,914 70 | 61 12 | 109 | 3,181 07 | 138 59 | 43 69 | 7 71 | 283 50 | 2 25 | 56 25 |
| o/Lasbourn..... | 653 00 | 230 | 5,617 27 | 31 73 | 56 | 2,189 84 | 374 58 | 16 41 | 7 71 | 6406 67 | ..... | 647 50 |
| Lebert..... | 237 13 | 224 | 1,991 48 | 15 91 | 28 | 796 39 | 235 30 | 6 37 | 1 67 | 137 00 | 4 25 | 11 25 |
| Lemberg..... | 1,028 58 | 298 | 6,192 82 | 18 17 | 18 | 566 04 | 261 97 | 8 53 | 2 70 | 129 00 | ..... | 11 25 |
| Lipton..... | 416 57 | 1,026 | 29,511 56 | 39 03 | 78 | 2,732 13 | 363 72 | 17 95 | 8 07 | 326 25 | 25 50 | 56 25 |
| Lloydminster..... | 2,465 91 | 996 | 21,561 57 | 121 27 | 241 | 8,645 61 | 837 76 | 91 88 | 12 89 | 315 00 | 9 75 | 56 25 |
| Lumsden..... | 1,704 45 | 633 | 12,910 28 | 70 66 | 311 | 15,330 33 | 817 87 | 82 60 | 13 63 | 540 00 | 9 69 00 | 118 75 |
| Mcbean..... | 445 74 | 114 | 3,873 63 | 18 23 | 28 | 8,273 32 | 480 98 | 45 80 | 17 63 | 585 00 | ..... | 112 50 |
| o/Macedwall..... | 178 67 | 1 | 91 06 | 0 39 | ..... | 715 20 | 31 25 | 10 91 | 5 25 | 201 00 | 2 25 | 22 50 |
| Macoun..... | 917 87 | 891 | 9,938 32 | 60 13 | 298 | 5,360 41 | 216 36 | 35 03 | 7 36 | 309 00 | 15 00 | 56 25 |

a. Including \$1.56 arrears in duty, b. Including 73c arrears, c. Accounting from November 1, 1906, d. Accounting from January 1, 1907, e. Accounting from October 1, 1906, f. Including \$8 arrears, g. Including \$85 arrears, h. Including \$85 arrears, i. Accounting from August 1, 1906, j. Accounting from October 1, 1906, k. Including \$1.50 arrears, l. Including \$201.47 arrears, m. Accounting from February 1, 1907, n. Accounting from August 1, 1906, o. Accounting from December 1, 1906, p. Including \$60 arrears, q. Including \$1.50 arrears, r. Including \$3.33 arrears, s. Including \$3.75 arrears, t. Including \$25 arrears, u. Accounting from November 1, 1906, v. Accounting from January 1, 1907, w. Including \$85 arrears, x. Including \$85 arrears, y. Accounting from February 1, 1907, z. Accounting from August 1, 1906, aa. Accounting from October 1, 1906, ab. Including \$1.50 arrears, ac. Including \$201.47 arrears, ad. Accounting from February 1, 1907, ae. Accounting from August 1, 1906, af. Accounting from December 1, 1906, ag. Including \$60 arrears, ah. Including \$1.50 arrears, ai. Including \$3.33 arrears, aj. Including \$3.75 arrears, ak. Including \$25 arrears, al. Accounting from November 1, 1906, am. Accounting from January 1, 1907, an. Including \$85 arrears, ao. Including \$85 arrears, ap. Accounting from October 1, 1906, aq. Accounting from August 1, 1906, ar. Accounting from December 1, 1906, as. Including \$60 arrears, at. Including \$1.50 arrears, au. Including \$3.33 arrears, av. Including \$3.75 arrears, aw. Including \$25 arrears, ax. Accounting from November 1, 1906, ay. Accounting from January 1, 1907, az. Including \$85 arrears, ba. Including \$85 arrears, bb. Accounting from February 1, 1907, bc. Accounting from August 1, 1906, bd. Accounting from October 1, 1906, be. Including \$1.50 arrears, bf. Including \$201.47 arrears, bg. Accounting from February 1, 1907, bh. Accounting from August 1, 1906, bi. Accounting from December 1, 1906, bj. Including \$60 arrears, bk. Including \$1.50 arrears, bl. Including \$3.33 arrears, bm. Including \$3.75 arrears, bn. Including \$25 arrears, bo. Accounting from November 1, 1906, bp. Accounting from January 1, 1907, bq. Including \$85 arrears, br. Including \$85 arrears, bs. Accounting from October 1, 1906, bt. Including \$1.50 arrears, bu. Including \$201.47 arrears, bv. Accounting from February 1, 1907, bw. Accounting from August 1, 1906, bx. Accounting from December 1, 1906, by. Including \$60 arrears, bz. Including \$1.50 arrears, ca. Including \$3.33 arrears, cb. Including \$3.75 arrears, cc. Including \$25 arrears, cd. Accounting from November 1, 1906, ce. Accounting from January 1, 1907, cf. Including \$85 arrears, cg. Including \$85 arrears, ch. Accounting from October 1, 1906, ci. Including \$1.50 arrears, cj. Including \$201.47 arrears, ck. Accounting from February 1, 1907, cl. Accounting from August 1, 1906, cm. Accounting from December 1, 1906, cn. Including \$60 arrears, co. Including \$1.50 arrears, cp. Including \$3.33 arrears, cq. Including \$3.75 arrears, cr. Including \$25 arrears, cs. Accounting from November 1, 1906, ct. Accounting from January 1, 1907, cu. Including \$85 arrears, cv. Including \$85 arrears, cw. Accounting from October 1, 1906, cx. Including \$1.50 arrears, cy. Including \$201.47 arrears, cz. Accounting from February 1, 1907, da. Accounting from August 1, 1906, db. Accounting from December 1, 1906, dc. Including \$60 arrears, dd. Including \$1.50 arrears, de. Including \$3.33 arrears, df. Including \$3.75 arrears, dg. Including \$25 arrears, dh. Accounting from November 1, 1906, di. Accounting from January 1, 1907, dj. Including \$85 arrears, dk. Including \$85 arrears, dl. Accounting from October 1, 1906, dm. Including \$1.50 arrears, dn. Including \$201.47 arrears, do. Accounting from February 1, 1907, dp. Accounting from August 1, 1906, dq. Accounting from December 1, 1906, dr. Including \$60 arrears, ds. Including \$1.50 arrears, dt. Including \$3.33 arrears, du. Including \$3.75 arrears, dv. Including \$25 arrears, dv. Accounting from November 1, 1906, dv. Accounting from January 1, 1907, dv. Including \$85 arrears, dv. Including \$85 arrears, dv. Accounting from October 1, 1906, dv. Including \$1.50 arrears, dv. Including \$201.47 arrears, dv. Accounting from February 1, 1907, dv. Accounting from August 1, 1906, dv. Accounting from December 1, 1906, dv. Including \$60 arrears, dv. Including \$1.50 arrears, dv. Including \$3.33 arrears, dv. Including \$3.75 arrears, dv. Including \$25 arrears, dv. Accounting from November 1, 1906, dv. Accounting from January 1, 1907, dv. Including \$85 arrears, dv. Including \$85 arrears, dv. Accounting from October 1, 1906, dv. Including \$1.50 arrears, dv. Including \$201.47 arrears, dv. Accounting from February 1, 1907, dv. Accounting from August 1, 1906, dv. 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Accounting from December 1, 1906, dv. Including \$60 arrears, dv. Including \$1.50 arrears, dv. Including \$3.33 arrears, dv. Including \$3.75 arrears, dv. Including \$25 arrears, dv. Accounting from November 1, 1906, dv. Accounting from January 1, 1907, dv. Including \$85 arrears, dv. Including \$85 arrears, dv. Accounting from October 1, 1906, dv. Including \$1.50 arrears, dv. Including \$201.47 arrears, dv. Accounting from February 1, 1907, dv. Accounting from August 1, 1906, dv. Accounting from December 1, 1906, dv. Including \$60 arrears, dv. Including \$1.50 arrears, dv. Including \$3.33 arrears, dv. Including \$3.75 arrears, dv. Including \$25 arrears, dv. Accounting from November 1, 1906, dv. Accounting from January 1, 1907, dv. Including \$85 arrears, dv. Including \$85 arrears, dv. Accounting from October 1, 1906, dv. Including \$1.50 arrears, dv. Including \$201.47 arrears, dv. Accounting from February 1, 1907, dv. Accounting from August 1, 1906, dv. 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Accounting from December 1, 1906, dv. Including \$60 arrears, dv. Including \$1.50 arrears, dv. Including \$3.33 arrears, dv. Including \$3.75 arrears, dv. Including \$25 arrears, dv. Accounting from November 1, 1906, dv. Accounting from January 1, 1907, dv. Including \$85 arrears, dv. Including \$85 arrears, dv. Accounting from October 1, 1906, dv. Including \$1.50 arrears, dv. Including \$201.47 arrears, dv. Accounting from February 1, 1907, dv. Accounting from August 1, 1906, dv. Accounting from December 1, 1906, dv. Including \$60 arrears, dv. Including \$1.50 arrears, dv. Including \$3.33 arrears, dv. Including \$3.75 arrears, dv. Including \$25 arrears, dv. Accounting from November 1, 1906, dv. Accounting from January 1, 1907, dv. Including \$85 arrears, dv. Including \$85 arrears, dv. Accounting from October 1, 1906, dv. Including \$1.50 arrears, dv. Including \$201.47 arrears, dv. Accounting from February 1, 1907, dv. Accounting from August 1, 1906, dv. 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APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Saskatchewan—Concluded.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders Issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | Total Amount of Postal Notes paid. | | Compen- sation paid to Post- masters on M. O. business. | | Compen- sation paid to Post- masters on S. E. business. | | Salary. | Forward Allow- ance. | Allow- ance towards Rent, Fuel and Light. |
|------------------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|------------------------------------|--------|---|-------|---|--------|---------|----------------------|---|
| | | | | | | | cts. | cts. | cts. | cts. | cts. | cts. | | | |
| Maple Creek..... | 2,434 45 | 1,665 | 26,475 97 | 177 21 | 324 | 6,993 57 | 912 65 | 81 39 | 2 84 | 25 81 | 753 00 | 37 50 | 150 00 | | |
| Marshall..... | 193 50 | 23 | 215 93 | 1 67 | 11 | 293 33 | 39 80 | 0 84 | | 0 65 | 13 50 | 2 25 | 3 75 | | |
| Manor..... | 1,161 39 | 281 | 7,768 88 | 46 94 | 212 | 6,637 12 | 266 36 | 23 48 | | 19 43 | 334 50 | 2 25 | 56 25 | | |
| Melford..... | 1,601 47 | 1,238 | 19,251 98 | 163 53 | 263 | 7,293 21 | 599 59 | 60 01 | | 6 81 | 472 50 | 29 06 | 93 75 | | |
| Mirdale..... | 563 48 | 634 | 6,862 86 | 40 90 | 59 | 2,106 11 | 62 08 | 23 42 | | 1 75 | 163 50 | | 15 00 | | |
| Milestone..... | 1,939 17 | 2,249 | 26,015 33 | 157 32 | 443 | 9,765 98 | 429 31 | 86 67 | | 5 48 | 543 00 | 66 50 | 112 50 | | |
| Moose Jaw..... | 14,581 45 | 5,367 | 114,626 42 | 758 41 | 2,094 | 46,896 75 | 5,352 38 | 350 25 | 8 36 | 68 52 | 62,520 00 | 29 66 | 96 24 | | |
| Moosomin..... | 4,928 11 | 757 | 29,082 27 | 107 61 | 1,118 | 27,091 40 | 4,380 27 | 69 51 | 3 39 | 48 31 | 1,354 16 | 52 50 | 262 50 | | |
| Mordlach..... | 942 21 | 971 | 11,445 77 | 65 98 | 184 | 6,552 49 | 340 23 | 36 25 | | 2 82 | 294 00 | 16 41 | 22 50 | | |
| Muenster..... | 562 83 | 699 | 8,386 30 | 47 33 | 172 | 3,437 42 | 192 55 | 31 22 | | 1 26 | 156 00 | | 15 00 | | |
| Neudorf..... | 384 72 | 599 | 22,637 45 | 96 01 | 49 | 1,125 59 | 137 52 | 63 62 | | 1 37 | 151 50 | 7 50 | 15 00 | | |
| North Battleford..... | 3,246 46 | 1,233 | 19,447 90 | 129 79 | 253 | 6,485 20 | 1,089 90 | 59 47 | | 16 01 | 1,925 00 | 984 16 | 150 00 | | |
| North Portal..... | 476 54 | 692 | 17,418 19 | 76 39 | 167 | 2,159 40 | 333 68 | 48 63 | 7 35 | 3 01 | 228 00 | 22 50 | 22 50 | | |
| Nutana..... | 484 92 | 316 | 3,687 93 | 23 59 | 103 | 2,824 51 | 285 42 | 12 85 | | 5 16 | 165 00 | 2 25 | 18 75 | | |
| Osage..... | 395 99 | 560 | 17,830 30 | 72 37 | 48 | 1,029 75 | 248 66 | 49 75 | | 6 02 | 130 50 | | 21 25 | | |
| Oster..... | 297 12 | 343 | 6,545 61 | 30 16 | 47 | 1,142 62 | 148 20 | 19 47 | | 4 72 | 213 00 | | 21 25 | | |
| Oxlow..... | 1,625 84 | 1,710 | 36,898 37 | 159 78 | 251 | 5,012 29 | 880 18 | 86 15 | 7 17 | 11 89 | 525 00 | 7 50 | 112 50 | | |
| Ponse..... | 985 09 | 49 | 1,734 68 | 7 26 | 25 | 535 98 | 174 65 | 5 37 | | 2 42 | 408 00 | 12 00 | 75 00 | | |
| Prince Albert..... | 8,738 37 | 3,142 | 49,643 53 | 344 61 | 1,659 | 28,770 89 | 3,673 01 | 165 23 | 9 11 | 33 22 | 61,902 25 | 172 50 | 141 64 | | |
| Qu'Appelle..... | 843 63 | 701 | 14,940 94 | 86 76 | 280 | 8,814 08 | 961 31 | 51 85 | | 9 34 | 493 00 | 52 50 | 75 00 | | |
| Quill Lake..... | 625 21 | 414 | 4,351 33 | 26 04 | 94 | 2,146 28 | 626 85 | 11 85 | | 2 61 | 150 75 | | 26 25 | | |
| Radisson..... | 956 70 | 367 | 8,702 27 | 44 90 | 81 | 3,137 86 | 476 69 | 26 57 | | 15 49 | 259 50 | | 26 25 | | |
| Redvers..... | 852 24 | 999 | 33,549 26 | 139 79 | 184 | 5,763 69 | 445 48 | 99 07 | | 10 99 | 5,693 23 | 3 75 | 56 25 | | |
| Regina..... | 35,656 75 | 5,626 | 104,239 50 | 765 96 | 8,498 | 191,674 29 | 25,236 93 | | | | | | | | |
| Regina Sub-Office No. 1..... | 268 90 | | | | 49 | 976 31 | 280 35 | 31 15 | | 5 58 | 296 25 | | 22 50 | | |
| Roseauville..... | 583 55 | 430 | 11,151 21 | 51 72 | 150 | 5,692 65 | 911 81 | 103 36 | | 25 93 | 796 50 | 9 00 | 150 00 | | |
| Rosthern..... | 2,484 76 | 1,409 | 33,380 13 | 180 55 | 447 | 12,692 65 | 409 73 | 67 11 | | 19 43 | 384 00 | 2 25 | 75 00 | | |
| Rouleau..... | 1,470 84 | 854 | 22,707 30 | 108 16 | 289 | 6,630 28 | 634 43 | 59 53 | 6 60 | 15 22 | 441 50 | 22 50 | 75 00 | | |
| Saulteaux..... | 1,370 00 | 892 | 18,816 67 | 107 68 | 255 | 5,392 36 | 634 43 | | | 40 92 | 63,320 10 | 187 50 | 657 10 | | |
| Saskatoon..... | 11,619 82 | 5,341 | 72,364 52 | 466 87 | 1,384 | 62,430 36 | 3,330 42 | 260 90 | 3 08 | | | | 182 00 | | |
| Shedley..... | 556 64 | | | | 1 | 10 00 | 30 00 | | | | 132 00 | 2 25 | 15 00 | | |
| Shelo..... | 754 81 | 431 | 7,217 41 | 43 20 | 158 | 5,561 75 | 486 98 | 27 56 | | 9 25 | 258 75 | 28 50 | 26 25 | | |
| Sintulna..... | 1,190 92 | 800 | 15,867 14 | 90 00 | 137 | 3,462 78 | 339 73 | 45 12 | 1 57 | 15 22 | 414 60 | 26 25 | 75 00 | | |

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| | | | | | | | | | | | | |
|---|------------|-----------|--------------|-----------|-----------|----------|---------------|----------|-------|-----------------|---------------|----------|
| South du Appelle..... | 1,302 | 16,811 97 | 119 35 | 289 | 7,525 22 | 718 53 | 50 20 | 2 85 | 15 78 | 652 50 | 150 00 | 131 25 |
| Sour City..... | 318 | 5,653 81 | 29 87 | 54 | 1,612 77 | 110 87 | 17 24 | ..... | 3 38 | 138 75 | ..... | 15 00 |
| Stochobohm..... | 355 43 | 5,508 39 | 26 19 | 36 | 801 42 | 125 39 | 15 23 | ..... | 4 31 | 106 50 | ..... | 11 25 |
| Stoughton..... | 1,200 43 | 10,252 51 | 52 18 | 263 | 7,710 88 | 445 73 | 29 33 | ..... | 13 24 | 337 50 | ..... | 56 25 |
| Strasbourg Station..... | 1,607 | 19,369 66 | 125 81 | 213 | 8,372 53 | 1,142 76 | 65 40 | ..... | 3 93 | <i>m</i> 387 27 | 830 98 | 165 69 |
| Summerberry..... | 373 74 | 4,079 81 | 25 60 | 22 | 641 20 | 121 55 | 11 57 | ..... | 3 93 | <i>m</i> 387 27 | ..... | 165 69 |
| Swift Current..... | 2,321 75 | 30,131 98 | 186 31 | 430 | 13,890 68 | 969 78 | 96 37 | 2 35 | 12 36 | 576 03 | 3 75 | 112 50 |
| Tanullon..... | 513 71 | 15,821 61 | 80 12 | 66 | 1,890 68 | 201 30 | 11 42 | ..... | 7 52 | 198 00 | 9 00 | 18 75 |
| Taylorton..... | 319 96 | 9,491 23 | 61 80 | 29 | 1,217 82 | 201 25 | 28 68 | ..... | 1 10 | 197 60 | ..... | 17 50 |
| Therford..... | 379 | 11,179 62 | 49 23 | 38 | 1,010 49 | 136 90 | 31 60 | ..... | 6 28 | 102 00 | ..... | 11 25 |
| Tisdale..... | 638 | 9,361 06 | 56 77 | 121 | 3,873 46 | 240 81 | 30 20 | ..... | 4 62 | 193 50 | 2 25 | 18 75 |
| Togo..... | 436 96 | 6,689 33 | 31 91 | 58 | 2,840 38 | 363 77 | 22 84 | ..... | 8 30 | <i>q</i> 222 16 | 1 00 | 18 75 |
| Tyvan..... | 605 01 | 11,285 85 | 52 25 | 66 | 2,392 31 | 255 30 | 31 38 | ..... | 1 86 | <i>q</i> 222 16 | ..... | 18 75 |
| hVonda..... | 583 82 | 1,201 83 | 8 42 | 33 | 773 23 | 170 35 | 3 35 | ..... | 2 41 | 166 48 | ..... | 31 25 |
| Wadena..... | 324 | 7,229 79 | 35 61 | 173 | 6,530 78 | 465 60 | 25 84 | ..... | 12 07 | <i>r</i> 277 98 | 3 42 | 22 50 |
| Wapella..... | 1,512 54 | 22,451 40 | 101 58 | 239 | 9,651 76 | 1,127 41 | 65 73 | 0 51 | 31 65 | 517 91 | 30 00 | 93 75 |
| Watman..... | 139 | 4,375 24 | 21 80 | 33 | 316 92 | 153 45 | 13 83 | ..... | 2 81 | 406 98 | 30 00 | 29 40 |
| Watson..... | 807 18 | 10,277 50 | 46 48 | 117 | 1,218 81 | 612 63 | 35 19 | ..... | 2 89 | <i>o</i> 272 69 | <i>p</i> 7 50 | 26 25 |
| Wauchope..... | 423 20 | 11,235 06 | 51 29 | 81 | 2,916 39 | 89 00 | 33 65 | ..... | 5 16 | 150 00 | 2 25 | 15 00 |
| Weyburn..... | 359 49 | 8,613 15 | 36 68 | 57 | 1,158 62 | 258 61 | 21 30 | ..... | 1 52 | 123 75 | ..... | 11 25 |
| Weyburn..... | 2,252 | 46,191 84 | 230 97 | 583 | 17,773 36 | 1,117 19 | 111 67 | ..... | 41 82 | 1,014 50 | 3 75 | 193 75 |
| Whitewood..... | 338 | 19,829 49 | 97 23 | 325 | 11,489 68 | 983 25 | 65 38 | 2 99 | 33 57 | 551 67 | 15 00 | 112 50 |
| Wileox..... | 468 31 | 189 39 | 1 32 | 2 | 19 35 | 39 62 | 0 52 | ..... | 1 12 | 102 00 | ..... | 11 25 |
| Wolsley..... | 2,072 | 31,379 65 | 203 65 | 563 | 15,959 12 | 1,169 49 | 95 21 | 5 73 | 15 65 | 861 25 | 52 50 | 168 75 |
| Yellow Grass..... | 1,278 | 20,875 17 | 111 42 | 379 | 10,524 61 | 683 65 | 70 54 | 0 51 | 11 40 | 475 50 | 2 25 | 93 75 |
| Yorkton..... | 2,899 | 55,631 43 | 319 20 | 976 | 23,301 23 | 2,782 20 | 170 59 | 1 91 | 19 61 | 1,239 60 | 157 18 | 225 00 |
| Non-accounting Post Offices..... | 25,408 21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11,117 17 | 361 58 | 320 36 |
| Loss Value of Postage Stamps affixed to Pos- tal Notes..... | 231,680 79 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 231,429 40 | 108,930 | 2,138,630 26 | 11,701 43 | 37,001 | 991,803 | 16,911,011 23 | 6,313 19 | 90 01 | 1,272 58 | 2,328 12 | 8,221 68 |

a Including commission on box rents. *b* Including \$897.11 arrears. *c* Including \$12.09 arrears. *d* Accounting from September 1, 1906. *e* Including 50c. arrears. *f* Including \$1.11 arrears. *g* Including \$1.66 arrears. *h* Non-accounting from October 1, 1906. *i* Accounting from February 1, 1907. *j* Accounting from January 1, 1907. *k* Accounting from December 1, 1906. *l* Non-accounting from March 1, 1907. *m* Including \$387.27 arrears. *n* Accounting from March 1, 1907. *o* Including \$5 arrears night duty. *p* Including \$1 arrears. *q* Including \$1.66 arrears night duty. *r* Including \$2 arrears night duty. *s* Including \$1.32 arrears.

APPENDIX C—Continued.

PROVINCE OF ALBERTA

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | Total Amount of Postal Notes paid. | Compensation paid to masters on M.O. business. | Compensation paid to masters on S.B. business. | Compensation paid to Postmasters on P.N. business. | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|------------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|------------------------------------|--|--|--|-----------|--------------------|---|
| | \$ cts. | | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Airdrie..... | 533 97 | 299 | 3,985 45 | 21 13 | 66 | 1,284 20 | 108 59 | 11 70 | ..... | 3 61 | 180 00 | ..... | 18 57 |
| Alix..... | 628 81 | 605 | 6,750 79 | 41 16 | 116 | 2,134 26 | 276 00 | 19 54 | ..... | 6 72 | 1,192 50 | ..... | 7 22 50 |
| Banff..... | 2,907 33 | 1,882 | 24,722 19 | 169 98 | 283 | 6,131 10 | 635 27 | 73 45 | 6 86 | 8 10 | 825 00 | ..... | 150 00 |
| Bankhead..... | 984 93 | 2,334 | 57,142 10 | 427 76 | 138 | 2,878 19 | 137 49 | 158 76 | 42 17 | 3 62 | 374 50 | ..... | 75 00 |
| Bentley..... | 233 91 | 142 | 2,718 79 | 14 78 | 115 | 2,694 89 | 76 70 | 10 25 | ..... | 6 35 | 37 00 | ..... | 7 50 |
| Blackfalds..... | 479 53 | 446 | 6,060 16 | 36 09 | 107 | 1,764 22 | 186 67 | 18 73 | ..... | 7 26 | 202 50 | ..... | 22 50 |
| Bowden..... | 685 61 | 813 | 9,068 79 | 56 80 | 226 | 5,508 45 | 281 23 | 33 25 | ..... | 5 91 | 253 50 | ..... | 26 25 |
| Calgary..... | *53,346 88 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13,046 36 | ..... | ..... |
| *(Divided as follows): | | | | | | | | | | | | | |
| Head Office..... | 52,312 82 | 11,639 | 226,088 01 | 1,717 80 | 8,299 | 170,286 01 | 39,431 22 | ..... | ..... | ..... | ..... | ..... | ..... |
| Sub-office No. 1..... | 329 09 | 247 | 3,818 19 | 32 18 | 22 | 306 84 | 79 10 | 11 02 | ..... | 3 79 | 166 65 | ..... | ..... |
| do 2..... | 80 06 | 12 | 152 29 | 1 24 | 2 | ..... | ..... | 0 43 | ..... | 0 19 | 133 32 | ..... | ..... |
| do 3..... | 389 00 | 44 | 810 10 | 5 55 | ..... | ..... | ..... | 2 22 | ..... | 0 44 | 133 32 | ..... | ..... |
| do 4..... | 236 00 | 96 | 982 74 | 9 02 | ..... | ..... | ..... | 2 25 | ..... | 1 17 | 133 32 | ..... | ..... |
| Camrose..... | 1,477 94 | 1,353 | 29,047 22 | 111 86 | 241 | 6,281 19 | 734 13 | 64 83 | ..... | 1 17 | 392 50 | ..... | 7 11 25 |
| Camrose..... | 754 32 | 1,510 | 50,337 06 | 317 20 | 85 | 2,286 97 | 133 10 | 140 49 | 50 32 | 14 15 | 328 50 | ..... | 9 96 25 |
| Cardston..... | 1,427 37 | 2,290 | 29,717 83 | 177 33 | 297 | 5,195 78 | 393 29 | 87 63 | ..... | 7 91 | 474 00 | ..... | 93 75 |
| Carstairs..... | 1,447 14 | 616 | 8,963 56 | 53 48 | 253 | 6,665 69 | 535 99 | 26 44 | ..... | 24 31 | 453 75 | ..... | 93 75 |
| Cayley..... | 353 19 | 316 | 5,548 34 | 27 72 | 21 | 272 16 | 230 90 | 15 28 | ..... | 6 92 | 127 50 | ..... | 11 25 |
| Charleston..... | 2,310 88 | 1,793 | 17,939 72 | 118 94 | 479 | 11,419 16 | 498 87 | 70 91 | ..... | 8 54 | 631 25 | ..... | 131 25 |
| Cochrane..... | 779 01 | 418 | 8,292 22 | 50 43 | 151 | 4,335 11 | 243 64 | 25 47 | ..... | 11 79 | 303 00 | ..... | 56 25 |
| Coleman..... | 1,192 58 | 1,212 | 33,938 33 | 265 55 | 87 | 2,601 37 | 505 40 | 94 76 | ..... | 13 08 | 330 75 | ..... | 56 25 |
| Conout..... | 277 80 | 381 | 4,504 30 | 26 45 | 69 | 1,939 63 | 171 12 | 14 00 | ..... | 11 21 | 117 00 | ..... | 11 25 |
| Cowley..... | 636 67 | 615 | 6,923 63 | 50 35 | 143 | 4,140 85 | 309 82 | 24 26 | | 3 91 | 327 00 | | 56 25 |
| Crossfield..... | 772 00 | 587 | 5,997 85 | 39 51 | 151 | 3,299 57 | 236 15 | 20 90 | | 5 94 | 280 50 | | 56 25 |

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| | | | | | | | | | | | | |
|--------------------------|-----------|-------|------------|--------|-------|------------|-----------|--------|-------|----------|--------|--------|
| h Daysland..... | 1,410 86 | 449 | 5,617 86 | 34 14 | (68) | 2,204 17 | 507 40 | 17 29 | 7 87 | 528 00 | 108 33 | 58 33 |
| h Deloorte..... | 281 69 | 104 | 3,551 08 | 17 05 | 17 | 560 01 | 171 40 | 9 90 | 1 01 | 82 50 | 5 00 | 12 91 |
| h Didsbury..... | 2,101 34 | 1,536 | 23,125 13 | 134 54 | 446 | 14,683 46 | 852 87 | 86 23 | 36 26 | 585 00 | 33 75 | 112 50 |
| h Dunham..... | 41 96 | 78 | 1,478 57 | 6 65 | 26 | 748 14 | 63 15 | 4 75 | 0 61 | 50 00 | ..... | 2 50 |
| h Edmonton..... | 34,450 45 | 7,346 | 116,801 84 | 836 73 | 6,090 | 133,125 90 | 20,031 40 | ..... | ..... | 8,891 89 | ..... | ..... |
| h Eskine..... | 202 98 | 256 | 2,614 54 | 15 83 | 14 | 269 00 | 34 90 | 7 22 | 1 93 | 43 00 | ..... | 2 50 |
| h Evans..... | 222 43 | 78 | 1,091 78 | 6 61 | ..... | 197 48 | 87 95 | 3 11 | 1 44 | 84 00 | 1 50 | 7 50 |
| h Fort Saskatchewan..... | 2,100 71 | 977 | 21,739 17 | 113 72 | 345 | 11,309 63 | 1,233 28 | 73 68 | 19 10 | 679 96 | 137 50 | 131 25 |
| h Frank..... | 1,724 25 | 2,196 | 66,933 60 | 525 54 | 244 | 7,275 59 | 539 85 | 190 88 | 6 73 | 700 50 | 2 25 | 131 25 |
| h Gochen..... | 1,020 20 | 401 | 9,210 09 | 69 06 | 105 | 3,336 66 | 135 85 | 30 32 | 9 63 | 326 25 | 3 75 | 56 25 |
| h Hardisty..... | 117 18 | 18 | 78 83 | 1 05 | 1 | 20 66 | 0 60 | 0 21 | ..... | 6 25 | ..... | ..... |
| h High River..... | 3,332 26 | 2,505 | 29,718 77 | 184 43 | 513 | 12,437 32 | 666 74 | 98 22 | 18 41 | 900 00 | 9 00 | 168 75 |
| h Hurry..... | 120 65 | 333 | 167 53 | 1 21 | 1 | 100 00 | 52 50 | 0 74 | 0 40 | 30 00 | ..... | ..... |
| h Innisfail..... | 2,485 14 | 783 | 13,677 37 | 79 73 | 531 | 12,803 86 | 1,087 90 | 54 91 | 40 39 | 711 00 | 37 50 | 131 25 |
| h Irvine..... | 491 02 | 91 | 2,119 96 | 11 87 | 71 | 1,732 70 | 318 90 | 6 62 | 13 11 | 169 50 | 18 00 | 18 75 |
| h Killam..... | 74 63 | 25 | 112 04 | 1 01 | ..... | ..... | 15 35 | 0 31 | ..... | 6 25 | ..... | ..... |
| h Lacombe..... | 3,594 38 | 1,594 | 30,065 25 | 164 28 | 815 | 19,278 89 | 1,453 27 | 103 15 | 37 28 | 1,098 75 | 150 00 | 206 25 |
| h Lacombe..... | 199 23 | 292 | 5,607 84 | 26 74 | 72 | 1,745 37 | 63 56 | 17 75 | 4 20 | 150 00 | 6 00 | 15 00 |
| h Langton..... | 323 67 | 127 | 2,745 84 | 19 61 | 24 | 599 56 | 79 55 | 7 60 | 2 74 | 163 50 | ..... | 15 00 |
| h Leavings..... | 734 63 | 611 | 6,928 01 | 42 82 | 78 | 1,709 04 | 293 20 | 20 29 | 4 72 | 145 00 | 6 00 | 18 75 |
| h Leche..... | 1,365 40 | 876 | 12,143 62 | 76 21 | 403 | 7,930 08 | 719 59 | 41 26 | 11 91 | 412 50 | 13 50 | 75 00 |
| h Lechbridge..... | 8,107 56 | 3,669 | 83,546 88 | 671 92 | 1,788 | 46,837 63 | 3,972 23 | 263 04 | 46 81 | 2,010 00 | 461 25 | 375 00 |
| h Lundbreck..... | 438 89 | 163 | 1,913 63 | 13 23 | 2 | 24 50 | 44 10 | 5 28 | 1 11 | 52 50 | 26 25 | 3 75 |
| h Macleod..... | 3,487 99 | 2,119 | 37,711 50 | 248 78 | 564 | 13,862 96 | 1,359 36 | 115 33 | 26 17 | 993 75 | 180 00 | 187 50 |
| h Magrath..... | 588 79 | 1,276 | 16,606 43 | 95 79 | 130 | 2,668 51 | 76 45 | 59 33 | 1 83 | 262 50 | 2 25 | 26 25 |
| h Mannville..... | 517 47 | 2,538 | 4,963 33 | 24 49 | 300 | 1,585 49 | 304 08 | 14 71 | 4 15 | 60 00 | 2 25 | 3 75 |
| h Medicine Hat..... | 7,117 03 | 2,806 | 63,287 15 | 436 58 | 905 | 18,458 98 | 3,168 93 | 187 94 | 63 29 | 1,641 00 | 12 00 | 300 00 |
| h Midnapore..... | 239 70 | 25 | 333 10 | 2 64 | 9 | 109 51 | 162 15 | 0 46 | 4 34 | 115 50 | ..... | 11 25 |
| h Millarville..... | 830 75 | 42 | 524 26 | 5 85 | 17 | 260 72 | 18 35 | 2 06 | 1 77 | 229 50 | ..... | 22 50 |
| h Millet..... | 471 96 | 760 | 9,866 33 | 55 75 | 97 | 2,023 32 | 152 50 | 29 81 | 3 28 | 153 75 | 3 75 | 15 00 |
| h Morningside..... | 177 04 | 208 | 3,162 03 | 16 95 | 41 | 631 52 | 119 70 | 8 78 | 3 51 | 96 00 | 2 25 | 7 50 |
| h Nanton..... | 2,083 04 | 1,411 | 17,244 72 | 105 56 | 380 | 9,462 03 | 683 20 | 58 12 | 25 80 | 600 00 | 7 50 | 112 50 |
| h New Norway..... | 69 55 | 124 | 2,050 53 | 9 98 | 25 | 664 50 | 56 25 | 6 59 | 1 09 | 36 00 | ..... | 3 75 |
| h Okotoks..... | 1,810 38 | 1,143 | 15,900 66 | 98 48 | 224 | 3,802 05 | 620 81 | 47 66 | 15 67 | 528 00 | 4 50 | 112 50 |
| h Olds..... | 2,291 83 | 2,079 | 30,929 14 | 171 31 | 562 | 13,168 38 | 1,284 62 | 103 88 | 22 49 | 663 14 | 36 50 | 131 25 |
| h Penhold..... | 368 91 | 141 | 2,434 49 | 12 76 | 61 | 1,195 20 | 177 85 | 7 79 | 3 60 | 157 50 | 16 50 | 15 00 |
| h Pincher Creek..... | 2,524 02 | 2,333 | 37,291 62 | 216 75 | 426 | 9,624 17 | 828 51 | 110 07 | 25 67 | 769 50 | 15 00 | 150 00 |
| h Pine Lake..... | 269 16 | 45 | 378 76 | 4 19 | 10 | 298 22 | 27 75 | 1 29 | 1 59 | 101 25 | ..... | 11 25 |
| h Ponoka..... | 1,660 62 | 2,675 | 27,672 09 | 167 99 | 472 | 8,335 97 | 1,985 56 | 85 72 | 10 30 | 487 50 | 13 50 | 93 75 |
| h Ranfurly..... | 162 12 | 144 | 2,514 21 | 11 90 | 2 | 180 00 | 39 50 | 6 31 | 1 44 | 14 58 | 6 66 | ..... |
| h Raymond..... | 1,276 40 | 2,204 | 28,678 13 | 163 61 | 279 | 6,192 70 | 122 50 | 79 93 | 1 26 | 442 50 | ..... | 93 75 |
| h Red Deer..... | 5,316 39 | 2,278 | 39,242 52 | 235 07 | 1,461 | 38,583 54 | 2,325 85 | 149 37 | 40 55 | 1,284 00 | 32 98 | 243 75 |
| h Red Willow..... | 230 28 | 137 | 2,736 38 | 13 44 | 131 | 4,317 49 | 248 29 | 15 11 | 3 82 | 171 00 | 6 00 | 18 75 |
| h Rossmore..... | 140 34 | 291 | 3,140 68 | 16 95 | 17 | 386 73 | 27 90 | 8 68 | 1 08 | 57 00 | ..... | 3 75 |
| h St. Albert..... | 406 40 | 482 | 9,731 18 | 47 25 | 95 | 3,971 97 | 210 48 | 28 73 | 2 14 | 155 00 | 52 50 | 16 25 |
| h Sedgewick..... | 107 84 | 33 | 212 64 | 1 51 | 4 | 47 50 | 20 00 | 0 66 | ..... | 6 25 | ..... | ..... |

^a Including \$40 arrears. ^b Including \$11 arrears. ^c Commission to non-accounting offices, etc. ^d Including \$31.50 arrears. ^e Including \$52.50 arrears. ^f Including \$5 arrears. ^g Including \$85 arrears. ^h Accounting from October 1, 1906. ⁱ Accounting from December 1, 1906. ^j Accounting from March 1, 1907. ^k Accounting from February 1, 1907. ^l Accounting from January 1, 1907.

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Alberta Concluded.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders Issued. | | Total Amount of Money Orders Issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compen- sation paid to Post- masters on M. O. business. | | Compen- sation paid to Post- masters on P. N. business. | | Salary. | | Forward Allow- ance. | | Allow- ance towards Rent, Fuel and Light. | | |
|---|-----------------------|------|--------------------------------|-----------|--------------------------------------|--------|--|--------|------------------------------|-------|------------------------------------|------|------------------------------------|------|---|------|---|-------|---------|------|----------------------|------|---|-------|----|
| | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. | |
| aSpring Lake | 230 | 93 | 65 | 4 | 62 | 2 | 40 | 82 | 250 | 82 | 2 | 45 | 0 | 65 | 174 | 00 | 2 | 75 | 18 | 75 | | | | | |
| Stavelley | 910 | 37 | 74 | 43 | 65 | 206 | 5,039 | 10 | 201 | 92 | 26 | 33 | 5 | 48 | 307 | 50 | 1 | 63 | 56 | 25 | | | | | |
| Stettler | 2,470 | 39 | 1,215 | 17,831 | 43 | 417 | 14,318 | 31 | 1,023 | 01 | 75 | 13 | 21 | 69 | 296 | 25 | 58 | 75 | 56 | 25 | | | | | |
| Stirling | 378 | 36 | 102 | 5,365 | 28 | 30 | 46 | 733 | 01 | 39 | 35 | 15 | 68 | 3 | 11 | 85 | 00 | 30 | 00 | 11 | 25 | | | | |
| Strathcona | 1,771 | 79 | 1,777 | 31,833 | 50 | 691 | 18,731 | 47 | 1,574 | 92 | 106 | 19 | 9 | 15 | 33 | 87 | 22 | 50 | 237 | 50 | | | | | |
| Vegreville | 1,806 | 37 | 1,132 | 16,749 | 97 | 192 | 5,657 | 21 | 962 | 79 | 17 | 87 | 13 | 93 | 801 | 98 | 1 | 39 | 16 | 162 | 50 | | | | |
| Vermilion | 1,807 | 75 | 571 | 12,101 | 79 | 69 | 51 | 297 | 8,173 | 23 | 606 | 41 | 11 | 36 | 18 | 17 | 867 | 25 | 6 | 00 | | | | | |
| eWalsby | 216 | 63 | 3 | 42 | 10 | 0 | 21 | | 9 | 25 | 0 | 11 | 0 | 22 | 102 | 00 | 6 | 00 | 11 | 25 | | | | | |
| Wetaskiwin | 4,941 | 10 | 1,383 | 30,706 | 89 | 149 | 71 | 29,381 | 65 | 3,512 | 76 | 121 | 58 | 2 | 73 | 51 | 76 | 1,447 | 50 | 6 | 197 | 50 | 281 | 25 | |
| Non-accounting Post Offices. | 20,469 | 29 | | | | | | | | | | | | | 9,588 | 60 | | | 361 | 31 | | | | | |
| Less Value of Postage Stamps affixed to Postal Notes. | 218 | 60 | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 206,321 | 36 | 86,990 | 1,456,455 | 83 | 31,943 | 7,2457 | 18 | 99,713 | 70 | 3,539 | 53 | 237 | 36 | 1,209 | 10 | 61,228 | 38 | 2,481 | 85 | | | | 5,503 | 18 |

a Accounting from January 1, 1907. b Including \$10 arrears. c Including 13c. arrears. d Including \$3.75 arrears. e Accounting from March 1, 1907.

PROVINCE OF BRITISH COLUMBIA.

Statement showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders Issued. | | Total Amount of Money Orders issued. | | Total Commission received from Public. | | Number of Money Orders paid. | | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on P. N. business. | | Salary. | | Forward Allowance. | | Allowance towards Rent, Fuel and Light. | |
|---------------------|-----------------------|------|--------------------------------|--------|--------------------------------------|-------|--|-------|------------------------------|-------|------------------------------------|-------|------------------------------------|-------|---|-------|---|-------|---------|-------|--------------------|-------|---|-------|
| | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. | % | cts. |
| Abbotsford..... | 410 | 01 | 227 | 5,468 | 27 | 32 | 56 | 178 | 3,115 | 82 | 191 | 61 | 5 | 05 | 150 | 00 | 19 | 50 | 15 | 00 | 15 | 00 | 15 | 00 |
| Adelaide..... | 599 | 45 | 8 | 8,744 | 72 | 54 | 30 | 0 | 1,951 | 67 | 100 | 37 | 0 | 31 | 156 | 03 | ..... | ..... | 15 | 00 | ..... | ..... | 56 | 25 |
| Agassiz..... | 635 | 69 | 675 | 1,983 | 40 | 37 | 49 | 32 | 717 | 23 | 118 | 55 | 2 | 63 | 27 | 50 | ..... | ..... | 7 | 50 | ..... | ..... | 7 | 50 |
| Ainsworth..... | 182 | 33 | 238 | 6,070 | 12 | 37 | 30 | 175 | 4,239 | 35 | 235 | 63 | 2 | 10 | 167 | 50 | 2 | 25 | 15 | 00 | ..... | ..... | 15 | 00 |
| Alberni..... | 388 | 01 | 391 | 1,155 | 89 | 8 | 33 | 25 | 487 | 22 | 62 | 10 | 3 | 53 | 37 | 50 | ..... | ..... | 3 | 75 | ..... | ..... | 3 | 75 |
| Aldergrove..... | 109 | 86 | 122 | 2,031 | 52 | 9 | 75 | 11 | 178 | 83 | 11 | 50 | 6 | 07 | 67 | 50 | 1 | 50 | 3 | 75 | ..... | ..... | 3 | 75 |
| Alert Bay..... | 182 | 86 | 87 | 3,051 | 55 | 17 | 51 | 11 | 284 | 30 | 10 | 50 | 8 | 10 | 67 | 50 | 5 | 90 | 7 | 50 | ..... | ..... | 7 | 50 |
| Anacosta..... | 178 | 50 | 168 | 2,511 | 47 | 134 | 49 | 231 | 4,915 | 46 | 631 | 18 | 62 | 49 | 305 | 00 | 12 | 00 | 100 | 00 | ..... | ..... | 100 | 00 |
| Armstrong..... | 1,770 | 51 | 1,299 | 31,384 | 11 | 221 | 82 | 135 | 3,983 | 61 | 115 | 67 | 96 | 66 | 9 | 81 | 3 | 58 | 81 | 25 | ..... | ..... | 81 | 25 |
| Arrowhead..... | 1,638 | 22 | 1,816 | 18,379 | 75 | 111 | 06 | 121 | 18,816 | 13 | 1,175 | 67 | 52 | 65 | 13 | 56 | 21 | 05 | 112 | 50 | ..... | ..... | 112 | 50 |
| Ashcroft..... | 1,611 | 36 | 890 | 10,927 | 25 | 173 | 69 | 180 | 5,827 | 45 | 97 | 72 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Atlin..... | 641 | 26 | 1,111 | 4,756 | 01 | 14 | 06 | 3 | 10 | 58 | 34 | 40 | 1 | 82 | 126 | 00 | ..... | ..... | 11 | 25 | ..... | ..... | 11 | 25 |
| Banfield..... | 304 | 18 | 390 | 9,838 | 45 | 42 | 92 | 16 | 1,313 | 71 | 250 | 93 | 27 | 69 | 171 | 50 | 1 | 16 | 17 | 50 | ..... | ..... | 17 | 50 |
| Barkerville..... | 359 | 75 | 595 | 16,819 | 98 | 146 | 95 | 23 | 908 | 79 | 9 | 65 | 16 | 81 | 138 | 75 | ..... | ..... | 15 | 00 | ..... | ..... | 15 | 00 |
| Barnet..... | 428 | 13 | 396 | 5,587 | 68 | 51 | 62 | 61 | 1,979 | 67 | 19 | 30 | 18 | 90 | 200 | 00 | ..... | ..... | 22 | 50 | ..... | ..... | 22 | 50 |
| Beaumont..... | 87 | 01 | 221 | 5,306 | 82 | 26 | 67 | 31 | 1,501 | 79 | 5 | 06 | 15 | 17 | 33 | 00 | 2 | 41 | 3 | 75 | ..... | ..... | 3 | 75 |
| Bella Coola..... | 300 | 29 | 195 | 11,315 | 21 | 64 | 59 | 30 | 628 | 20 | 12 | 00 | 31 | 85 | 82 | 50 | ..... | ..... | 82 | 50 | ..... | ..... | 82 | 50 |
| Boundary Falls..... | 202 | 24 | 281 | 2,781 | 06 | 19 | 61 | 2 | 29 | 10 | 10 | 00 | 7 | 65 | 6 | 25 | ..... | ..... | 6 | 25 | ..... | ..... | 6 | 25 |
| Brannan Beach..... | 388 | 11 | 228 | 9,629 | 55 | 59 | 17 | 11 | 318 | 47 | 56 | 71 | 25 | 70 | 79 | 00 | ..... | ..... | 79 | 00 | ..... | ..... | 79 | 00 |
| Bullion..... | 196 | 75 | 228 | 12,016 | 31 | 59 | 80 | 63 | 1,168 | 20 | 186 | 80 | 33 | 48 | 168 | 75 | ..... | ..... | 168 | 75 | ..... | ..... | 168 | 75 |
| Cambridge..... | 367 | 90 | 374 | 9,398 | 01 | 60 | 70 | 21 | 617 | 30 | 103 | 43 | 26 | 92 | 105 | 00 | ..... | ..... | 105 | 00 | ..... | ..... | 105 | 00 |
| Cascade..... | 261 | 55 | 454 | 829 | 63 | 5 | 73 | 41 | 3,096 | 28 | 51 | 35 | 2 | 71 | 79 | 50 | ..... | ..... | 79 | 50 | ..... | ..... | 79 | 50 |
| Central Park..... | 181 | 68 | 157 | 29,691 | 83 | 183 | 87 | 138 | 3,096 | 36 | 136 | 70 | 83 | 52 | 370 | 50 | 10 | 50 | 75 | 00 | ..... | ..... | 75 | 00 |
| Chemainus..... | 1,001 | 33 | 1,457 | 29,639 | 16 | 104 | 61 | 139 | 13,051 | 32 | 865 | 37 | 65 | 29 | 666 | 00 | 58 | 30 | 131 | 25 | ..... | ..... | 131 | 25 |
| Chilliwack..... | 2,104 | 40 | 831 | 616 | 17 | 5 | 29 | 3 | 176 | 85 | 3 | 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chilliwack..... | 115 | 30 | 38 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

^a Salary, &c., entered in Auditor General's Report. ^b Accounting from March 1, 1907. ^c Accounting from February 1, 1907.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—Continued.

| Name of Office. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M. O. business. | Compensation paid to Postmasters on S. B. business. | Compensation paid to Postmasters on P. N. business. | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|-----------------------|-----------------------|--------------------------------|--------------------------------------|--|------------------------------|------------------------------------|------------------------------------|---|---|---|----------|--------------------|---|
| | \$ cts. | | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Clayoquot..... | 220 67 | 255 | 4,321 59 | 24 63 | 42 | 1,375 56 | 82 50 | 13 26 | 1 52 | 1 52 | 90 00 | 90 00 | 7 50 |
| Clinton..... | 539 14 | 274 | 10,198 03 | 43 99 | 41 | 1,773 27 | 151 70 | 28 25 | 6 45 | 6 45 | 225 00 | 15 00 | 56 25 |
| Gloverdale..... | 373 28 | 267 | 6,028 59 | 44 59 | 148 | 1,483 32 | 375 67 | 17 59 | 3 57 | 3 57 | 129 00 | 16 50 | 11 25 |
| Coal Creek..... | 516 44 | 1,196 | 22,219 81 | 207 86 | 58 | 810 56 | 133 30 | 62 30 | 2 48 | 2 48 | 228 75 | ..... | 22 50 |
| Cobble Hill..... | 178 58 | 170 | 1,355 25 | 11 66 | 26 | 507 32 | 81 93 | 3 87 | 0 91 | 0 91 | 69 00 | ..... | 7 50 |
| Columbia..... | 317 89 | 635 | 14,955 22 | 120 05 | 61 | 1,277 60 | 163 20 | 41 40 | 3 16 | 3 16 | 114 00 | ..... | 10 00 |
| Comox..... | 396 34 | 483 | 16,167 84 | 114 14 | 18 | 1,236 06 | 60 30 | 44 52 | 3 63 | 3 63 | 180 00 | ..... | 18 75 |
| Comox..... | 253 41 | 650 | 8,645 12 | 49 53 | 67 | 1,565 24 | 30 25 | 25 12 | 3 03 | 3 03 | 132 50 | 7 50 | 13 75 |
| Corfield..... | 63 69 | 39 | 447 19 | 5 00 | 16 | 195 19 | 15 40 | 1 70 | 1 43 | 1 43 | 33 00 | ..... | ..... |
| Courtenay..... | 253 37 | 697 | 10,135 74 | 59 93 | 76 | 1,745 87 | 26 50 | 29 44 | 1 57 | 1 57 | 90 00 | ..... | 7 50 |
| Courtenay..... | 228 14 | 184 | 4,546 66 | 27 69 | 20 | 507 58 | 78 65 | 12 71 | 3 08 | 3 08 | 70 25 | 4 50 | 5 00 |
| Cranbrook..... | 7,172 08 | 4,017 | 88,447 14 | 640 18 | 1,421 | 34,634 10 | 2,820 44 | 260 50 | 20 28 | 20 28 | 1,866 00 | 51 00 | 356 25 |
| Creston..... | 718 88 | 875 | 18,591 50 | 112 10 | 91 | 2,411 05 | 194 39 | 53 15 | 6 00 | 6 00 | 201 00 | ..... | 31 25 |
| Crofton..... | 680 51 | 743 | 14,815 53 | 96 21 | 86 | 1,138 26 | 51 73 | 41 41 | 4 89 | 4 89 | 282 50 | ..... | 26 25 |
| Cumberland..... | 1,465 33 | 3,014 | 58,556 29 | 343 69 | 394 | 7,736 76 | 336 71 | 164 47 | 2 18 | 2 18 | 519 00 | 2 25 | 33 75 |
| Dowdney..... | 162 30 | 108 | 2,077 27 | 10 79 | 40 | 1,089 00 | 27 70 | 16 47 | 4 48 | 4 48 | 69 00 | ..... | 7 50 |
| Discovery..... | 173 16 | 564 | 27,804 88 | 104 47 | 14 | 819 00 | 4 00 | ..... | ..... | ..... | ..... | 52 50 | 112 50 |
| Duncan's Station..... | 1,849 70 | 1,696 | 22,761 61 | 162 13 | 513 | 10,081 19 | 763 16 | 70 19 | 13 65 | 13 65 | 538 50 | ..... | 11 25 |
| Elburne..... | 418 43 | 154 | 3,349 33 | 92 16 | 69 | 1,613 35 | 136 80 | 10 99 | 2 41 | 2 41 | 127 50 | ..... | 17 50 |
| Eholt..... | 303 13 | 842 | 18,435 13 | 116 10 | 59 | 1,308 75 | 109 25 | 52 04 | 4 30 | 4 30 | 177 50 | 33 75 | 15 00 |
| Elko..... | 277 93 | 15 | 139 22 | 1 16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Enderby..... | 1,587 93 | 634 | 10,854 69 | 78 47 | 194 | 4,604 00 | 711 13 | 32 90 | 12 42 | 12 42 | 510 00 | ..... | 93 75 |
| Eric..... | 184 64 | 460 | 9,153 62 | 59 04 | 53 | 1,622 28 | 80 55 | 28 00 | 1 89 | 1 89 | 82 50 | ..... | 7 50 |
| Esquimalt..... | 713 94 | 304 | 3,071 08 | 31 59 | 55 | 920 39 | 27 16 | 9 87 | 0 76 | 0 76 | 315 00 | ..... | 56 25 |
| Fairview..... | 446 42 | 289 | 4,980 64 | 28 89 | 180 | 3,357 59 | 775 47 | 15 03 | 6 28 | 6 28 | 190 00 | ..... | 18 75 |
| Ferguson..... | 196 93 | 874 | 11,080 46 | 64 23 | 32 | 730 99 | 55 34 | 30 43 | 0 13 | 0 13 | 165 00 | ..... | 16 25 |
| Ferne..... | 5,547 82 | 5,152 | 17,170 84 | 1,234 17 | 834 | 20,061 70 | 1,079 13 | 419 32 | 22 93 | 22 93 | 1,490 25 | 45 00 | 287 50 |
| Field..... | 851 75 | 471 | 15,712 76 | 123 39 | 42 | 993 95 | 168 65 | 44 05 | 3 09 | 3 09 | 265 50 | ..... | 491 25 |
| Fort Steele..... | 285 18 | 251 | 4,491 01 | 26 82 | 50 | 992 19 | 110 53 | 12 70 | 0 02 | 0 02 | 170 65 | 3 75 | 17 90 |
| Fort Vancouver..... | 326 28 | 110 | 2,751 09 | 15 63 | 20 | 328 27 | 94 95 | 8 02 | 2 96 | 2 96 | 79 50 | ..... | 15 00 |
| Golden..... | 1,916 44 | 1,402 | 30,767 53 | 225 75 | 261 | 250 73 | 599 85 | 90 61 | 2 93 | 2 93 | 561 00 | 56 52 | 112 50 |

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| | | | | | | | | | | | | | |
|---------------------------|-----------|-------|-----------|--------|-------|-----------|-----------|--------|--------|-------|-----------|--------|--------|
| Grand Forks..... | 3,697 35 | 2,589 | 85,566 12 | 637 55 | 926 | 29,240 42 | 1,522 35 | 285 66 | 56 55 | 53 85 | 907 50 | 30 00 | 187 50 |
| Greenwood..... | 3,481 75 | 2,709 | 59,480 25 | 398 64 | 729 | 14,407 95 | 1,408 24 | 173 30 | 10 65 | 22 02 | 926 25 | 4 50 | 187 50 |
| Hakoyon Hot Springs..... | 104 51 | 139 | 2,258 43 | 11 41 | 13 | 376 00 | 65 50 | 6 34 | ..... | 1 35 | 60 00 | ..... | 18 75 |
| Harrison Hot Springs..... | 386 77 | 121 | 1,731 76 | 10 04 | 37 | 1,261 40 | 79 50 | 6 18 | ..... | 0 78 | 180 00 | ..... | 7 50 |
| Harrison River..... | 192 13 | 144 | 2,728 80 | 16 82 | 38 | 331 63 | 161 10 | 7 67 | ..... | 1 71 | 85 00 | ..... | 7 50 |
| Hatzic..... | 185 65 | 191 | 2,530 68 | 14 14 | 59 | 749 56 | 214 57 | 7 32 | ..... | 1 86 | 71 25 | ..... | 10 00 |
| Hazelton..... | 21 02 | 78 | 1,647 53 | 8 57 | 4 | 33 00 | 32 40 | 4 33 | ..... | 0 19 | 105 50 | 5 25 | 56 25 |
| Hazelton..... | 791 21 | 483 | 10,468 90 | 56 77 | 108 | 2,602 68 | 461 31 | 31 36 | ..... | 17 35 | 345 00 | ..... | 3 75 |
| Heriot Bay..... | 106 56 | 155 | 2,195 11 | 13 54 | 27 | 626 88 | 15 55 | 6 61 | ..... | 1 83 | 43 50 | ..... | 3 75 |
| Hope..... | 115 68 | 239 | 845 35 | 3 72 | 16 | 344 37 | 45 18 | 2 52 | ..... | 2 88 | 55 50 | ..... | 4 16 |
| e Hosmer..... | 208 85 | 59 | 1,478 21 | 7 03 | ..... | ..... | 5 30 | 3 25 | ..... | ..... | 92 00 | ..... | 3 75 |
| Illicilwaet..... | 91 74 | 51 | 1,818 27 | 12 99 | 7 | 182 95 | 14 75 | 5 01 | ..... | 1 53 | 58 00 | ..... | 3 75 |
| Kanulops..... | 5,819 30 | 1,584 | 28,483 13 | 187 61 | 1,212 | 26,352 73 | 4,462 66 | 90 91 | 7 08 | 25 75 | 71,813 50 | 48 00 | 112 50 |
| Kaslo..... | 1,578 82 | 1,159 | 23,995 19 | 152 13 | 453 | 6,771 16 | 1,228 20 | 72 13 | 6 96 | 13 57 | 525 00 | 63 00 | 112 50 |
| Kelowna..... | 2,131 33 | 1,299 | 24,565 50 | 151 16 | 357 | 8,294 02 | 1,580 39 | 74 11 | 0 85 | 21 58 | 598 50 | 2 00 | 112 50 |
| Keremeos..... | 319 07 | 390 | 10,244 55 | 51 01 | 40 | 1,448 47 | 220 64 | 28 85 | ..... | 6 54 | 118 50 | 2 75 | 11 25 |
| Kimberley..... | 307 38 | 689 | 16,122 38 | 86 06 | 30 | 621 21 | 73 50 | 44 78 | ..... | 3 29 | 114 00 | ..... | 11 25 |
| e Koeh Sling..... | 142 30 | 20 | 462 13 | 2 26 | ..... | ..... | ..... | 1 28 | ..... | 0 87 | 30 00 | ..... | 7 50 |
| Lac la Hache..... | 139 09 | 54 | 1,810 11 | 7 82 | 8 | 396 50 | 63 65 | 5 19 | ..... | 2 01 | 81 00 | ..... | 7 50 |
| Ladner..... | 1,153 62 | 664 | 16,213 37 | 92 46 | 237 | 6,231 06 | 55 09 | 46 62 | 0 44 | 15 87 | 605 00 | 2 00 | 75 00 |
| Ladysmith..... | 1,839 60 | 3,383 | 52,045 27 | 358 80 | 577 | 3,715 63 | 524 60 | 151 13 | 17 61 | 0 77 | 630 83 | ..... | 127 08 |
| Langley..... | 278 63 | 560 | 7,442 13 | 45 36 | 113 | 2,416 66 | 162 20 | 21 76 | 0 79 | 1 99 | 118 00 | 15 00 | 11 25 |
| Lillooet..... | 360 69 | 387 | 7,985 72 | 39 90 | 56 | 2,753 29 | 249 41 | 27 50 | ..... | 4 56 | 165 00 | 2 25 | 17 50 |
| Lower Nicola..... | 171 45 | 69 | 1,310 43 | 7 19 | 9 | 697 10 | 40 85 | 5 23 | ..... | 4 43 | 75 00 | ..... | 7 50 |
| Lytton..... | 449 79 | 676 | 10,656 12 | 66 07 | 57 | 1,350 84 | 151 19 | 28 22 | 1 69 | 4 07 | 243 75 | 15 00 | 18 75 |
| Malakwa..... | 85 64 | 107 | 2,696 86 | 11 75 | 8 | 149 83 | 134 30 | 7 57 | ..... | 2 13 | 43 50 | ..... | 3 75 |
| Marysville..... | 550 46 | 974 | 35,064 86 | 283 11 | 599 | 1,165 87 | 172 51 | 96 70 | 39 21 | 6 94 | 229 50 | ..... | 22 50 |
| Matsqui..... | 257 84 | 610 | 10,980 72 | 73 13 | 72 | 3,737 11 | 55 22 | 31 29 | ..... | 0 83 | 165 00 | ..... | 11 25 |
| Mayne..... | 184 99 | 148 | 2,009 13 | 13 77 | 53 | 1,204 68 | 115 10 | 6 40 | ..... | 4 68 | 82 50 | ..... | 7 50 |
| Michael..... | 1,274 28 | 2,302 | 62,804 43 | 593 53 | 294 | 4,283 87 | 202 16 | 175 90 | 101 11 | 8 53 | 432 50 | 2 25 | 75 00 |
| Midway..... | 643 99 | 1,048 | 27,651 25 | 163 09 | 140 | 2,439 21 | 339 37 | 78 64 | 6 36 | 8 37 | 660 50 | 67 50 | 48 75 |
| Misson City..... | 786 81 | 777 | 10,991 55 | 67 91 | 268 | 4,828 89 | 977 80 | 33 02 | 9 10 | 10 48 | 300 00 | 15 00 | 56 25 |
| Mount Shaker..... | 527 52 | 527 | 13,611 72 | 63 25 | 116 | 3,236 99 | 59 75 | 37 62 | ..... | 2 90 | 152 50 | ..... | 13 75 |
| Moxy..... | 1,186 61 | 2,523 | 54,225 33 | 316 66 | 516 | 2,918 64 | 237 11 | 152 29 | 42 10 | 5 41 | 412 50 | ..... | 75 00 |
| Nanaimo..... | 433 80 | 234 | 8,545 35 | 55 00 | 56 | 1,187 95 | 158 00 | 23 92 | ..... | 9 10 | 281 25 | 22 50 | 56 25 |
| Nanaimo..... | 6,320 43 | 5,234 | 78,491 59 | 572 13 | 2,142 | 52,258 07 | 2,084 34 | 246 35 | 129 80 | 11 36 | 71,889 25 | 510 00 | ..... |
| Nelson..... | 15,544 76 | 2,639 | 80,851 29 | 633 05 | 3,398 | 75,316 20 | 10,224 34 | 252 98 | 58 91 | 47 15 | 73,880 50 | 400 00 | ..... |
| New Denver..... | 693 99 | 580 | 10,890 07 | 81 58 | 99 | 1,928 18 | 437 32 | 30 75 | 8 74 | 12 74 | 366 50 | ..... | 56 25 |
| New Westminster..... | 12,364 47 | 3,530 | 81,023 46 | 682 71 | 2,974 | 68,134 25 | 7,484 69 | 271 17 | 32 77 | 59 04 | 63,042 99 | 410 50 | 18 75 |
| Nicola..... | 482 68 | 401 | 8,444 15 | 47 49 | 75 | 2,849 53 | 385 20 | 24 61 | 1 06 | 7 50 | 198 00 | 40 50 | 11 25 |
| North Bend..... | 280 89 | 182 | 3,130 29 | 24 85 | 19 | 461 35 | 75 65 | 9 10 | 129 00 | 3 94 | 129 00 | ..... | 11 25 |
| North Vancouver..... | 890 96 | 297 | 5,034 25 | 35 33 | 169 | 3,865 07 | 289 97 | 18 96 | ..... | 3 70 | 250 50 | 2 25 | 26 25 |
| Notch Hill..... | 240 14 | 67 | 2,762 55 | 12 12 | 43 | 468 15 | 60 05 | 7 69 | ..... | 2 26 | 43 75 | ..... | 7 50 |
| 150 Mile House..... | 306 19 | 253 | 7,574 42 | 32 69 | 23 | 557 84 | 241 00 | 21 06 | ..... | 1 76 | 180 00 | 67 50 | 17 50 |
| Palliser..... | 221 75 | 42 | 2,004 25 | 19 27 | 7 | 222 00 | 13 95 | 5 76 | ..... | 0 29 | 130 50 | ..... | 11 25 |
| Peachlan I..... | 522 77 | 209 | 4,108 23 | 20 72 | 147 | 3,182 57 | 585 52 | 13 30 | ..... | 16 52 | 213 00 | 2 25 | 22 50 |
| Penticton..... | 4,127 51 | 528 | 8,804 73 | 49 99 | 172 | 5,478 86 | 858 41 | 26 18 | ..... | 11 83 | 388 50 | 135 00 | 56 25 |

a Salary, &c., entered in Auditor General's Report. b Including \$35 arrears. c Accounting from February 1, 1907. d Accounting from November 1, 1906. e Accounting from March 1, 1907. f Including commission on box rents. g Includes \$7.71 arrears night duty and commission on box rents. h Accounting from January 1, 1907. i Including 50 cents arrears.

APPENDIX C Continued

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—Continued.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders Issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M. O. business. | | Compensation paid to Postmasters on S. B. business. | | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. | | |
|-------------------------|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|------|------------------------------------|---|------|---|-------|---------|--------------------|---|-------|------|
| | cts. | cts. | | cts. | cts. | | | cts. | cts. | | cts. | cts. | cts. | cts. | | | | cts. | cts. |
| Phoenix..... | 2,501 | 53 | 3,410 | 74,474 | 71 | 484 | 362 | 7,403 | 90 | 610 | 42 | 212 | 45 | 41 | 01 | 7 | 46 | 131 | 25 |
| Pilot Bay..... | 54 | 73 | 75 | 1,115 | 78 | 7 | 10 | 115 | 37 | 36 | 00 | 3 | 47 | 1 | 17 | 1 | 17 | 30 | 00 |
| Port Essington..... | 692 | 28 | 1,091 | 35,284 | 64 | 178 | 13 | 5,614 | 00 | 86 | 70 | 27 | 48 | 7 | 01 | 2 | 36 | 213 | 75 |
| Port Hammond..... | 820 | 47 | 678 | 9,894 | 19 | 61 | 56 | 3,121 | 17 | 418 | 94 | 28 | 85 | 3 | 73 | 3 | 93 | 303 | 00 |
| Port Haney..... | 344 | 62 | 161 | 2,966 | 64 | 16 | 23 | 2,717 | 69 | 251 | 31 | 9 | 80 | 3 | 38 | 3 | 38 | 109 | 50 |
| Port Moody..... | 1,192 | 73 | 586 | 19,416 | 91 | 155 | 69 | 2,350 | 39 | 87 | 30 | 51 | 49 | ..... | ..... | 4 | 17 | 286 | 50 |
| Port Simpson..... | 539 | 64 | 796 | 22,855 | 95 | 98 | 12 | 6,013 | 32 | 162 | 13 | 63 | 62 | ..... | ..... | 2 | 70 | 199 | 50 |
| Prince Rupert..... | 438 | 32 | 160 | 3,584 | 51 | 25 | 28 | 332 | 01 | 8 | 00 | 10 | 00 | 0 | 01 | 0 | 88 | 182 | 00 |
| Princeton..... | 536 | 40 | 119 | 3,992 | 01 | 17 | 73 | 4,292 | 73 | 360 | 78 | 18 | 66 | ..... | ..... | 6 | 76 | 259 | 50 |
| Quesnel..... | 326 | 60 | 515 | 11,369 | 69 | 61 | 41 | 1,866 | 17 | 129 | 90 | 31 | 80 | ..... | ..... | 2 | 10 | 145 | 00 |
| Revelstoke..... | 5,711 | 78 | 2,057 | 53,959 | 81 | 401 | 50 | 20,236 | 46 | 3,378 | 66 | 156 | 86 | 39 | 77 | 30 | 27 | 1,565 | 17 |
| Rock Bay..... | 274 | 11 | 235 | 3,424 | 82 | 36 | 73 | 178 | 32 | 24 | 50 | 15 | 11 | ..... | ..... | 1 | 05 | 30 | 00 |
| Roger's Pass..... | 339 | 36 | 279 | 9,913 | 42 | 77 | 41 | 397 | 02 | 93 | 27 | 27 | 62 | ..... | ..... | 2 | 74 | 139 | 50 |
| Rosland..... | 7,359 | 57 | 2,630 | 68,635 | 72 | 485 | 80 | 29,333 | 60 | 2,438 | 52 | 226 | 23 | 41 | 41 | 38 | 59 | 2,310 | 00 |
| Rushan..... | 193 | 67 | 181 | 2,089 | 13 | 15 | 65 | 1,631 | 90 | 130 | 69 | 5 | 92 | ..... | ..... | 2 | 01 | 60 | 00 |
| Sahnio..... | 323 | 80 | 717 | 25,703 | 94 | 110 | 58 | 1,293 | 90 | 22 | 10 | 71 | 54 | ..... | ..... | 2 | 98 | 115 | 50 |
| Salmou Arm..... | 734 | 61 | 311 | 3,333 | 91 | 30 | 45 | 1,889 | 07 | 125 | 51 | 11 | 86 | ..... | ..... | 8 | 33 | 262 | 50 |
| Salt Spring Island..... | 136 | 29 | 270 | 4,138 | 13 | 26 | 46 | 1,736 | 47 | 30 | 30 | 13 | 35 | ..... | ..... | 1 | 24 | 175 | 00 |
| Sandon..... | 550 | 69 | 663 | 29,135 | 45 | 142 | 02 | 2,546 | 65 | 337 | 81 | 59 | 32 | 6 | 18 | 2 | 95 | 393 | 75 |
| Sapperton..... | 637 | 61 | 430 | 7,567 | 75 | 61 | 77 | 2,929 | 85 | 297 | 35 | 22 | 56 | ..... | ..... | 0 | 45 | 225 | 00 |
| Sardis..... | 409 | 61 | 347 | 5,154 | 98 | 28 | 75 | 1,228 | 21 | 151 | 00 | 16 | 01 | ..... | ..... | 9 | 13 | 150 | 00 |
| Stedley..... | 221 | 44 | 89 | 2,596 | 32 | 15 | 61 | 62 | 25 | 82 | 23 | 7 | 17 | ..... | ..... | 1 | 27 | 129 | 00 |
| Sidney..... | 313 | 12 | 221 | 3,736 | 63 | 20 | 30 | 404 | 91 | 129 | 92 | 10 | 59 | ..... | ..... | 2 | 84 | 112 | 50 |
| Silverton..... | 270 | 36 | 480 | 7,195 | 74 | 54 | 12 | 307 | 82 | 20 | 05 | 19 | 91 | ..... | ..... | 0 | 91 | 130 | 00 |
| Slocan..... | 495 | 26 | 757 | 8,231 | 53 | 55 | 18 | 1,384 | 92 | 250 | 14 | 23 | 95 | 5 | 92 | 2 | 59 | 265 | 83 |
| d/Slocan Junction..... | 211 | 49 | 16 | 333 | 90 | 2 | 53 | 42 | 00 | 45 | 25 | 1 | 46 | ..... | ..... | 0 | 39 | 79 | 50 |
| Soda Creek..... | 114 | 59 | 166 | 4,125 | 38 | 18 | 48 | 57 | 47 | 77 | 75 | 11 | 35 | ..... | ..... | 1 | 71 | 67 | 00 |
| South Salt Spring..... | 120 | 27 | 165 | 2,270 | 85 | 13 | 97 | 812 | 50 | 58 | 00 | 6 | 25 | ..... | ..... | 3 | 91 | 48 | 75 |
| Spence's Bridge..... | 306 | 39 | 249 | 5,182 | 57 | 28 | 85 | 1,491 | 02 | 333 | 18 | 11 | 41 | 3 | 41 | 3 | 18 | 283 | 50 |
| Steveston..... | 906 | 46 | 1,043 | 45,132 | 52 | 422 | 31 | 8,634 | 26 | 151 | 53 | 143 | 82 | ..... | ..... | 5 | 34 | 330 | 00 |
| Summerland..... | 1,064 | 85 | 279 | 7,101 | 44 | 41 | 36 | 4,818 | 90 | 515 | 55 | 23 | 61 | ..... | ..... | 24 | 50 | 320 | 00 |

SESSIONAL PAPER No. 24

| | | | | | | | | | | | | |
|--|-------------|---------|--------------|-----------|--------|--------------|------------|----------|----------|----------|-----------|----------|
| Three Forks..... | 147 41 | 241 | 5,344 50 | 29 31 | 21 | 573 02 | 41 70 | 14 74 | 1 80 | 75 50 | 7 50 | |
| Three Valley..... | 335 34 | 323 | 12,411 61 | 79 64 | 9 | 185 65 | 44 25 | 31 42 | 2 10 | 118 50 | 11 25 | |
| Trail..... | 1,835 28 | 2,004 | 37,222 80 | 282 63 | 238 | 3,749 49 | 533 57 | 108 47 | 10 28 | 598 00 | 112 50 | |
| Trout Lake..... | 458 69 | 329 | 5,650 76 | 31 65 | 91 | 1,736 67 | 285 52 | 16 61 | 12 98 | 215 00 | 25 00 | |
| Union Bay..... | 363 71 | 959 | 31,273 38 | 136 53 | 76 | 3,417 07 | 57 30 | 86 21 | 1 18 | 103 50 | 11 25 | |
| Vancouver..... | 426 20 | 1,172 | 29,995 16 | 110 04 | 67 | 1,063 69 | 634 85 | 58 87 | 2 53 | 112 50 | 15 00 | |
| Vancouver..... | *111,975 72 | | | | | | | 4 96 | | | | |
| *(Divided as follows): | | | | | | | | | | | | |
| Head Office..... | 48,451 63 | 22,625 | 551,077 51 | 4,758 79 | 22,004 | 587,379 47 | 17,882 15 | | 1,130 84 | | | |
| Cedar Cove..... | 675 19 | 265 | 5,690 39 | 56 13 | 24 | 1,016 31 | 68 70 | 15 77 | 1 90 | 250 50 | 26 25 | |
| Mount Pleasant..... | 3,138 12 | 1,882 | 21,417 67 | 157 43 | 203 | 3,113 73 | 721 45 | 62 12 | 8 28 | 723 75 | 2 25 | |
| Vancouver East End..... | 7,100 12 | 3,690 | 78,221 40 | 684 99 | 31 | 7,104 41 | 284 65 | 216 29 | 8 80 | 150 00 | | |
| Vancouver West End..... | 598 75 | 186 | 1,597 54 | 16 09 | 7 | 71 12 | 12 06 | 4 47 | 1 71 | 75 00 | | |
| Sub-Office No. 1..... | 429 00 | 165 | 1,406 66 | 12 83 | 5 | 38 75 | 29 25 | 3 87 | 1 50 | 75 00 | | |
| " " 5..... | 150 70 | | | | | | | | | 70 00 | | |
| " " 7..... | 470 00 | 270 | 3,318 55 | 22 01 | 1 | 11 48 | | 9 31 | 2 00 | 75 00 | | |
| " " 12..... | 91 21 | 8 | 65 91 | 0 51 | 1 | 19 06 | 22 72 | 0 29 | 0 48 | 70 00 | | |
| West Fairview..... | 964 60 | 663 | 6,155 09 | 50 78 | 27 | 605 62 | 83 75 | 17 11 | 2 73 | 75 00 | | |
| Vernon..... | 4,791 72 | 1,818 | 31,768 26 | 236 91 | 806 | 18,339 11 | 3,501 25 | 95 68 | 22 19 | 1,223 00 | 225 60 | |
| Victoria..... | *53,465 83 | | | | | | | | | | | |
| *(Divided as follows): | | | | | | | | | | | | |
| Head Office..... | 52,917 50 | 10,751 | 173,828 77 | 1,502 61 | 11,129 | 316,010 10 | 23,122 08 | | 17 88 | | | |
| Maywood..... | 141 82 | | | | | | | | | | | |
| Victoria West..... | 406 51 | 259 | 4,246 67 | 29 22 | 79 | 1,602 29 | 82 15 | 11 19 | 2 91 | 31 50 | 3 75 | |
| Waneta..... | 132 39 | 135 | 2,096 00 | 13 31 | 38 | 730 38 | 125 56 | 6 00 | 1 23 | 135 00 | | |
| Wardner..... | 654 81 | 807 | 16,317 96 | 110 75 | 57 | 1,250 96 | 138 19 | 16 11 | 1 11 | 91 50 | 7 50 | |
| Wellington..... | 123 66 | 134 | 988 19 | 8 27 | 57 | 1,195 19 | 90 50 | 3 93 | 0 10 | 231 00 | 26 25 | |
| Whomock..... | 158 16 | 290 | 3,086 12 | 21 60 | 33 | 97 29 | 54 00 | 8 67 | 2 29 | 75 83 | 6 65 | |
| Wilner..... | 246 41 | 504 | 5,632 35 | 38 28 | 33 | 1,639 49 | 78 67 | 16 92 | 0 01 | 93 75 | 7 50 | |
| Windermere..... | 105 18 | 130 | 1,827 10 | 10 56 | 14 | 377 65 | 25 35 | 5 22 | 0 39 | 130 50 | 11 25 | |
| Yale..... | 305 12 | 56 | 1,392 65 | 10 60 | 91 | 1,929 83 | 272 31 | 4 76 | 3 78 | 77 50 | 6 25 | |
| Ymir..... | 552 57 | 992 | 14,915 49 | 86 50 | 139 | 2,501 73 | 298 75 | 13 01 | 3 61 | 162 92 | 17 90 | |
| Non-accounting Post-Offices..... | 19,457 63 | | | | | | | | | 307 50 | 46 25 | |
| | | | | | | | | | | 9,411 17 | 112 50 | |
| Less Value of Postage Stamps attached to Postal Notes..... | | | | | | | | | | | | |
| | 371 62 | | | | | | | | | | | |
| Totals..... | 336,636 65 | 150,097 | 3,290,019 74 | 23,855 71 | 63,121 | 1,598,191 92 | 143,292 50 | 7,351 75 | 1,035 27 | 1,186 01 | 59,393 75 | 6,148 68 |

a Including commission on box rents. b Including \$12 50 arrears. c Accounting from January 1, 1907. d Accounting from March 1, 1907. e Accounting from December 1, 1906. f Commission to non-accounting officers, &c. g Salary, &c., entered in Auditor General's Report.

APPENDIX C—Concluded.

YUKON.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon ; the value of Postal Notes paid ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

| Name of Office. | Gross Postal Revenue. | | Number of Money Orders issued. | Total Amount of Money Orders issued. | | Total Commission received from Public. | Number of Money Orders paid. | Total Amount of Money Orders paid. | | Total Amount of Postal Notes paid. | Compensation paid to Postmasters on M.O. business. | Compensation paid to Postmasters on S. B. business. | Compensation paid to Postmasters on P. N. business. | Salary. | Forward Allowance. | Allowance towards Rent, Fuel and Light. |
|--|-----------------------|------|--------------------------------|--------------------------------------|------|--|------------------------------|------------------------------------|------|------------------------------------|--|---|---|---------|--------------------|---|
| | \$. | cts. | | \$. | cts. | | | %. | cts. | | | | | | | |
| Bonanza | 388 | 55 | 927 | 41,100 | 82 | 309 | 24 | 1,733 | 35 | 31 | 90 | | | | | |
| Careross | 270 | 31 | 468 | 18,677 | 18 | 137 | 00 | 2,645 | 82 | 283 | 55 | | | | | |
| Conrad | 290 | 30 | 176 | 6,567 | 79 | 49 | 98 | 681 | 68 | 19 | 50 | | | | | |
| Dawson | 7,508 | 69 | 5,769 | 299,276 | 38 | 2,266 | 74 | 30,628 | 48 | 846 | 26 | | | | | |
| Dominion | 149 | 04 | 31 | 1,220 | 55 | 8 | 84 | 200 | 00 | | | | | | | |
| Gold Run | 57 | 13 | 108 | 6,131 | 80 | 45 | 28 | 21 | 00 | 1 | 50 | | | | | |
| Granville | 261 | 92 | 491 | 25,856 | 30 | 192 | 57 | 672 | 33 | 41 | 50 | | | | | |
| Hunker | 128 | 21 | 202 | 7,476 | 92 | 59 | 50 | 437 | 25 | 2 | 56 | | | | | |
| Sulphur | 129 | 14 | 212 | 10,538 | 65 | 76 | 20 | 666 | 00 | 20 | 00 | | | | | |
| White Horse | 1,821 | 23 | 1,583 | 45,592 | 44 | 387 | 18 | 8,701 | 66 | 539 | 92 | | | | | |
| Non-accounting Post Offices | 418 | 11 | | | | | | | | | | | | | | |
| | 11,512 | 63 | | | | | | | | | | | | | | |
| Less—Value of Postage Stamps affixed to Postal Notes | 10 | 93 | | | | | | | | | | | | | | |
| Totals | 11,501 | 70 | 99 | 461,718 | 83 | 3,582 | 33 | 46,387 | 57 | 1,786 | 63 | | | | | |
| Dead Letter Office Ottawa | 454 | 65 | | | | | | | | | | | | | | |

^a Accounting from October 31, 1906. ^b Non-accounting from September 1, 1906. ^c Salary, &c., entered in Auditor General's Report.



APPENDIX D

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES

APPENDIX D.

NON-ACCOUNTING POST OFFICES.

REVENUE Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the nine months ended March 31, 1907.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent |
|----------------------|--------------------------|----------|--------------------------------------|------------|------------|
| | | | (based on revenue of previous year.) | Allowance. | Allowance. |
| | | | \$ cts. | \$ cts. | \$ cts. |
| ABBOTT'S Corners | Missisquoi.....Q | 81 21 | 30 00 | | |
| Abenakis | Dorchester.....Q | 41 45 | 18 75 | | |
| Abenakis Springs | Yamaska.....Q | 161 95 | 90 00 | | 7 50 |
| Aberarder | Lambton, W. R.....Q | 55 14 | 22 50 | | |
| Abercrombie | Pictou.....N.S | 15 80 | 18 75 | | |
| Aberdeen | Grey, S. R.....O | 24 00 | 18 75 | | |
| Aberdeen | Inverness.....N.S | 12 50 | 18 75 | | |
| Aberdeen | Humboldt.....Sask | 357 36 | 103 48 | | 7 50 |
| Aberdour | Bruce, N. R.....O | 41 43 | 30 00 | | |
| Abigail | Souris.....M | 7 18 | 18 75 | | |
| Abram River | Yarmouth.....N.S | 20 75 | 18 75 | | |
| Abrams Village | Prince.....P. E. I | 47 00 | 18 75 | 2 25 | |
| Acacia | Norfolk.....O | 22 93 | 18 75 | | |
| Acaciaville | Digby.....N.S | 141 59 | 40 50 | | 3 75 |
| Acadie | Kent.....N.B | 40 25 | 22 50 | 3 75 | |
| Acadie Siding | Kent.....N.B | 45 90 | 22 50 | 9 00 | |
| Achill | Simcoe, S.R.....O | 21 11 | 18 75 | | |
| Achosnash | Inverness.....N.S | 6 00 | 18 75 | | |
| Acton | York.....N.B | 8 88 | 18 75 | | |
| Acton's Corners | Grenville.....O | 39 59 | 18 75 | | |
| Adair | Qu'Appelle.....Sask | 43 54 | 28 50 | | |
| Adamsville | Bruce, N.R.....O | 28 93 | 18 75 | | |
| Adamsville | Brome.....Q | 139 23 | 56 25 | | 3 75 |
| Adamsville | Kent.....N.B | 75 65 | 30 00 | | |
| Adderley | Megantic.....Q | 14 87 | 18 75 | | |
| Addingham | Portage la Prairie.....M | 27 80 | 22 50 | | |
| Addington Forks | Antigonish.....N.S | 12 00 | 18 75 | | |
| Adelaide | Middlesex, N.R.....O | 115 20 | 57 00 | | 3 75 |
| Adelphi | Yale & Caribou.....B. C. | 94 70 | 45 00 | | 3 75 |
| Admaston | Renfrew, S.R.....O | 83 95 | 33 00 | | |
| Admiral Rock | Hants.....N.S | 17 00 | 18 75 | | |
| Aetna | Alta.....Alta | 26 68 | 18 75 | | |
| Afton | Antigonish.....N.S | 104 21 | 46 00 | 10 50 | 3 75 |
| Afton Road | Queen's.....P. E. I | 5 00 | 18 75 | | |
| Afton Station | Antigonish.....N.S | 17 98 | 18 75 | | |
| Agricola | Edmonton.....Alta | 37 80 | 25 50 | 1 75 | |
| †Aguanish | Chicoutimi & Sag.....Q | 5 00 | 25 00 | | |
| Ahmic Lake | Parry Sd.....O | 27 93 | 18 75 | | |
| Ahuntsic | Laval.....Q | 111 14 | 675 00 | 64 50 | 8 75 |
| Aikenside | Brandon.....M | 31 14 | 21 00 | | |
| Ainslie Glen | Inverness.....N.S | 18 30 | 18 75 | | |

† Winter office, night allowance.

c Including \$24 arrears of salary and \$5 arrears of rent.

* Including \$11.98

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|---------------------------|--------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Aird..... | Missisquoi..... | Q 22 25 | 18 75 | | |
| Airle..... | Dufferin..... | O 25 90 | 18 75 | | |
| Air Line Junction..... | Welland..... | O 53 00 | 21 00 | | |
| Aitkin's Ferry..... | King's..... | P.E.I 111 00 | 41 25 | | 3 75 |
| Akerly..... | Sunbury & Queen's..... | N.B 12 75 | 18 75 | | |
| Alain..... | Bonaventure..... | Q 24 25 | 18 75 | | |
| Alaindale..... | Lotbiniere..... | Q 22 61 | 18 75 | | |
| Alba..... | Inverness..... | N.S 19 00 | 18 75 | | |
| Alba..... | Renfrew, N. R..... | O 31 00 | 18 75 | | |
| Albany..... | Prince..... | P.E.I 134 90 | 55 50 | 30 00 | 3 75 |
| Albany Cross..... | Annapolis..... | N.S 19 01 | 18 75 | | |
| Alberty Plains..... | Queen's..... | P.E.I 18 67 | 18 75 | | |
| Albert..... | Hastings, E.R..... | O 12 48 | 18 75 | | |
| Albert Bridge..... | South Cape Breton..... | N.S 36 06 | 18 75 | | |
| Albert Canyon..... | Kootenay..... | B.C 92 95 | 30 00 | | |
| Albertine..... | Victoria..... | N.B 66 50 | 22 50 | | |
| Albert Mines..... | King's & Albert..... | N.B 121 25 | 52 50 | | 3 75 |
| Albert Mines..... | Sherbrooke..... | Q 147 00 | 56 00 | 2 50 | 3 75 |
| Alborton..... | Wentworth..... | G 125 00 | 78 75 | | 7 50 |
| Albion..... | King's..... | P.E.I 18 64 | 18 75 | | |
| Albana..... | Essex, S.R..... | O 25 69 | 18 75 | | |
| Albury..... | Prince Edward..... | O 18 96 | 18 75 | | |
| Alcester..... | Souris..... | M 2 18 | 14 58 | | |
| Aldboro'..... | Elgin, W.R..... | O 63 83 | 24 00 | | |
| Alder..... | York, N.R..... | O 10 50 | 18 75 | | |
| Alderdale..... | Nipissing..... | O 34 00 | 18 75 | | |
| Aldermere..... | Comox-Atlin..... | B.C 81 25 | 18 75 | | |
| Alder Point..... | N. Cape Breton & Vic..... | N.S 25 75 | 18 75 | | |
| Alder River..... | Guysborough..... | N.S 7 50 | 18 75 | | |
| Aldershot..... | Wentworth..... | O 189 12 | 71 25 | | 7 50 |
| Aldersville..... | Lunenburg..... | N.S 17 50 | *23 25 | | |
| Alderville..... | Northumberland, W.R.O | O 15 00 | 18 75 | | |
| Aldina..... | Saskatchewan..... | Sask 9 85 | 18 75 | | |
| Aldouane..... | Kent..... | N.B 14 17 | 18 75 | | |
| Alexander..... | Inverness..... | N.S 28 25 | 21 00 | 6 00 | |
| Alexandra..... | Queen's..... | P.E.I 38 20 | 18 75 | | |
| Alexandria..... | Yale & Caribou..... | B.C 30 42 | 33 00 | | |
| Alexandrina..... | Kent..... | N.B 7 00 | 18 75 | | |
| Alexis Creek..... | Yale & Caribou..... | B.C 71 22 | 36 00 | 12 50 | 3 75 |
| Alford Junction..... | Brant..... | O 53 30 | 18 75 | | |
| Alfred Centre..... | Prescott..... | O 52 21 | 21 00 | | |
| Algonquin Park..... | Nipissing..... | O 37 52 | 18 75 | | |
| Alice..... | Renfrew, N.R..... | O 36 05 | 18 75 | | |
| Alison..... | Westmoreland..... | N.B 5 00 | 18 75 | | |
| Alkadi Lake..... | Yale & Caribou..... | B.C 33 00 | 18 75 | | |
| Allanburg..... | Welland..... | O 131 23 | 75 00 | | 7 50 |
| Allandale..... | York..... | N.B 11 00 | 18 75 | | |
| Allanlea..... | Dauphin..... | M 5 33 | 18 75 | | |
| Allan Park..... | Grey, S. R..... | O 107 41 | 36 00 | 5 25 | 2 50 |
| Allan's Corners..... | Chateauguay..... | Q 129 65 | 56 25 | | 3 75 |
| Allan's Mills..... | Lanark, S. R..... | O 76 00 | 28 50 | | |
| Allard..... | Bonaventure..... | Q 31 16 | 18 75 | | |
| Allen..... | Frontenac..... | O 18 30 | 18 75 | | |
| Allendale..... | Selburne & Queen's..... | N.S 121 75 | 58 50 | | 3 75 |
| Allen's Mills..... | Portneuf..... | Q 46 29 | 22 25 | | |
| Allenwood..... | Simcoe, N.R..... | O 46 18 | 25 50 | | |
| Allisonville..... | Prince Edward..... | O 56 99 | 24 00 | | |

* Including \$4.50 night allowance. † Including 25 cents arrears forward.

α Closed 1-2-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent | |
|---------------------------------------|---------------------------|----------|--------------------------------------|---------|---------|------------|
| | | | (based on revenue of previous year.) | | | Allowance. |
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Alliston..... | King.....P.E.I | 36 00 | 18 75 | | | |
| Alloa..... | Peel.....O | 18 40 | 20 25 | | | |
| Allsaw..... | Victoria & Haliburton..O | 27 00 | 18 75 | | | |
| Allumette Island..... | Pontiac.....Q | 27 19 | 18 75 | | | |
| Aluvia..... | New Westminster.....B.C | 18 93 | 18 75 | | | |
| Alma..... | Pictou.....N.S | 65 75 | 31 50 | | | |
| Alma..... | Prince.....P.E.I | 73 45 | 30 00 | 2 25 | | |
| Almasippi..... | Macdonald.....M | 21 00 | 18 75 | | | |
| Almaville..... | Champlain.....Q | 53 00 | 18 75 | | | |
| Almira..... | York, C.R.....O | 48 98 | 24 00 | | | |
| Alpha..... | Qu Appelle.....Sask | 14 00 | 18 75 | | | |
| Alport..... | Muskoka.....O | 60 80 | 36 00 | | | 3 75 |
| Alsace..... | Parry Sound.....O | 22 46 | 18 75 | | | |
| Alsfeldt..... | Grey, S.R.....O | 154 44 | 109 50 | | | 7 50 |
| Althorpe..... | Lanark, S.R.....O | 18 95 | 18 75 | | | |
| Alton..... | Colchester.....N.S | 47 88 | 18 75 | | | |
| Altona..... | Ontario, S.R.....O | 66 74 | 27 00 | | | |
| Alva..... | Brome.....Q | 80 45 | 30 00 | | | |
| Alvena..... | Humboldt.....Sask | 4 25 | 18 75 | | | |
| Alward..... | Westmoreland.....N.B | 13 72 | 18 75 | | | |
| Amaranth Station..... | Dufferin.....O | 28 47 | 18 75 | | | |
| Amber..... | York, C.R.....O | 25 75 | 18 75 | | | |
| Amberley..... | Huron, W.R.....O | 116 70 | 49 50 | 3 75 | | 3 75 |
| Ambleside..... | Bruce, S.R.....O | 19 00 | 18 75 | | | |
| Amherst Point..... | Cumberland.....N.S | 46 00 | 18 75 | | | |
| Amiens..... | Middlesex, N.R.....O | 22 00 | 18 75 | | | |
| Amirault Hill..... | Yarmouth.....N.S | 48 75 | 18 75 | | | |
| Amnon..... | Westmoreland.....N.B | 3 00 | 18 75 | | | |
| Amulree..... | Perth, N.R.....O | 46 98 | 24 50 | | | |
| Anagance Ridge..... | King's & Albert.....N.B | 13 50 | 18 75 | | | |
| Ancienne Lorette..... | Quebec.....Q | 140 82 | 56 25 | 2 25 | | 3 75 |
| Anderson..... | Perth, S.R.....O | 87 25 | 20 00 | | | |
| Anderson..... | Westmoreland.....N.B | 13 50 | 18 75 | | | |
| Anderson's Corners..... | Huntingdon.....Q | 51 00 | 21 00 | | | |
| Andrew..... | Edmonton.....Alta | 118 89 | 22 50 | 12 00 | | |
| Andrewsville..... | Lanark, S.R.....O | 50 00 | 25 50 | | | |
| a Angave..... | MacKenzie.....Sask. | 7 00 | 2 08 | | | |
| Ange Gardien..... | Montmorency.....Q | 116 00 | 48 00 | | | 7 50 |
| Angeline..... | Rouville.....Q | 116 00 | 40 50 | 6 75 | | 3 75 |
| Angus Ridge..... | Strathcona.....Alta | 19 96 | 18 75 | | | |
| Annaheim..... | Humboldt.....Sask | 93 51 | 21 00 | | | |
| Annan..... | Grey, N.R.....O | 128 27 | 55 50 | | | 3 75 |
| Annesley..... | Pontiac.....Q | 12 16 | 18 75 | | | |
| Anndale..... | Sunbury & Queen's.....N.B | 22 25 | 18 75 | 9 00 | | |
| Anson..... | Hastings, W.R.....O | 58 33 | 18 75 | | | |
| Ansonia..... | Algoma, E.R.....O | 3 00 | 18 75 | | | |
| Anten Mills..... | Simcoe, N.R.....O | 71 00 | 27 00 | | | |
| Antigonishe Harbour..... | Antigonishe.....N.S | 14 25 | 18 75 | | | |
| Antigonishe Harbour (south side)..... | Antigonishe.....N.S | 18 00 | 18 75 | | | |
| Antioch..... | Muskoka.....O | 9 00 | 18 75 | | | |
| Antrim..... | Halifax.....N.S | 17 48 | 18 75 | | | |
| Antrim..... | Carleton.....O | 118 60 | 58 50 | | | 3 75 |
| Anvil Island..... | Comox Atlin.....B.C | 20 45 | 18 75 | | | |
| b Appin..... | Antigonishe.....N.S | 8 25 | 10 42 | | | |
| Appin Road..... | Queen's.....P.E.I | 13 50 | 18 75 | | | |
| Appleby..... | Halton.....O | 105 86 | 48 75 | | | 3 75 |
| Appleby Corner..... | Nipissing.....O | 19 50 | 18 75 | | | |
| Appledore..... | Kent, E.R.....O | 12 25 | 18 75 | | | |
| Apple Grove..... | Stanstead.....Q | 18 88 | 18 75 | | | |

a Opened 1-3-07. b Closed 1-12-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|-----------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Apple River..... | Cumberland..... N.S. | 188 61 | + 57 00 | 11 25 | 3 75 |
| Appleton..... | Lanark, N.R..... O | 221 07 | 87 00 | | 7 50 |
| Apto..... | Simcoe, N.R..... O | 18 69 | 18 75 | | |
| Arat..... | Assa West..... Sask | 3 00 | 18 75 | | |
| Arbakka..... | Provencher..... Man | 26 08 | 18 75 | | |
| Archer..... | Dundas..... O | 20 00 | 18 75 | | |
| Archibald..... | Colchester..... N.S. | 25 35 | 18 75 | | |
| Archibald Settlement..... | Restigouche..... N.B. | 18 00 | 18 75 | | |
| Ardal..... | Selkirk..... M | 23 50 | 18 75 | | |
| Ardness..... | Pictou..... N.S. | 18 73 | 18 75 | | |
| Ardoch..... | Frontenac..... O | 93 85 | 42 00 | | 3 75 |
| Ardtrea..... | Simcoe, E.R..... O | 33 00 | 18 75 | | |
| Areee..... | Sask..... Sask | (c) 7 00 | | | |
| Argyle..... | Carleton..... N.B. | 19 58 | 18 75 | | |
| Argyle..... | Yarmouth..... N.S. | 18 80 | 18 75 | 10 50 | |
| Argyle..... | Macdonald..... M | 49 37 | 24 50 | | |
| Argyle Head..... | Yarmouth..... N.S. | 51 84 | 26 50 | | |
| Argyle Shore..... | Queens..... P.E.I | 15 00 | 18 75 | | |
| Argyle Sound..... | Yarmouth..... N.S. | 54 00 | 24 00 | | |
| Ariel..... | Parry Sound..... O | 9 00 | 18 75 | | |
| Arisaig..... | Antigonish..... N.S. | 2 00 | 18 75 | | |
| Arkell..... | Wellington, S.R..... O | 60 00 | 30 00 | | |
| Arklan..... | Lanark, N.R..... O | 4 00 | 18 75 | | |
| Arlington..... | Simcoe, S.R..... O | 10 00 | 18 75 | | |
| Arlington..... | King's..... N.S. | 11 35 | 18 75 | | |
| Arlington..... | Prince..... P.E.I | 16 25 | 18 75 | | |
| Arlington Beach..... | Humboldt..... Sask | 34 00 | 18 75 | | |
| o Arlington Hotel..... | Comox Atlin..... B.C | 19 66 | 10 41 | | |
| Armadale..... | York, C.R..... O | 19 50 | 18 75 | | |
| Armadale..... | King's..... P.E.I | 31 65 | 18 75 | 3 00 | |
| Armand..... | Temisouata..... Q | 134 29 | 43 50 | | 3 75 |
| Armitage..... | York, N.R..... O | 32 05 | 18 75 | | |
| Armond..... | Carleton..... N.B. | 20 00 | 18 75 | | |
| Armstrong..... | King's & Albert..... N.B. | 3 25 | 18 75 | | |
| Armstrong..... | Beauce..... Q | 20 00 | 18 75 | 2 25 | |
| Armstrong's Brook..... | Restigouche..... N.B. | 39 39 | 18 75 | | |
| Armstrong's Corner..... | Sunbury & Queen's..... N.B. | 60 80 | 26 25 | | |
| Armstrong's Mills..... | Wellington, S.R..... O | 11 00 | 18 75 | | |
| Arner..... | Essex, S.R..... O | 94 25 | 43 50 | | 3 75 |
| Arnes..... | Selkirk..... M | 31 40 | 21 25 | | |
| d Arnold..... | Shelburne..... N.S. | 11 00 | 6 25 | | |
| Arnott..... | Grey, E.R..... O | 81 10 | 33 00 | | 3 75 |
| Arnstein..... | Parry Sound..... O | 89 35 | 34 50 | | 3 75 |
| Aroostook Junction..... | Victoria..... N.B. | 167 53 | 75 00 | 6 00 | 3 75 |
| Arrandale..... | Comox Atlin..... B.C | 61 50 | 31 50 | | |
| Arrowton..... | Marquette..... M | 6 25 | 18 75 | | |
| Arthurette..... | Victoria..... N.B. | 38 45 | 18 75 | | |
| Arthurvale..... | Calgary..... Alta | 45 87 | 18 75 | | |
| Arthurville..... | Belle-chasse..... Q | 22 33 | 18 75 | | |
| Ascot Corner..... | Sherbrooke..... Q | 184 60 | 81 00 | 4 50 | 7 50 |
| Assissippi..... | Marquette..... M | 86 12 | 45 00 | | 3 75 |
| Ash..... | Halton..... O | 41 71 | 18 75 | | |
| Ashdad..... | Renfrew, S.R..... O | 38 84 | 18 75 | | |
| Ashdale..... | Antigonish..... N.S. | 2 25 | 18 75 | | |
| Ashfield..... | Inverness..... N.S. | 16 50 | 18 75 | | |
| Ashgrove..... | Halton..... O | 76 60 | 27 50 | | |
| Ashland..... | Carleton..... N.B. | 19 15 | 18 75 | | |
| Ashley..... | Grey, N.R..... O | 19 75 | 18 75 | | |

a Opened 1-11-06.
night allowance.

d Opened 1-1-07.

e Credit for new office not yet opened.

† Including \$18

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------|------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Ashuapmouchouen..... | Chicoutimi & Saguenay Q. | 26 50 | 18 75 | | |
| Ashtville..... | Dauphin Man | 114 80 | *51 00 | | 3 75 |
| Asker..... | Strathcona Alta | 31 42 | 22 50 | | |
| Askilton..... | Inverness N.S. | 8 00 | 18 75 | | |
| Aspidin..... | Muskoka O. | 93 20 | 49 00 | | 3 75 |
| Aspen..... | Guysborough N.S. | 62 00 | ††39 00 | 2 25 | |
| Aspen Grove..... | Yale & Cariboo B.C. | 56 94 | 26 25 | | |
| Aspotogan..... | Lunenburg N.S. | 12 50 | 18 75 | | |
| Assametquaghan..... | Bonaventure Q. | 19 70 | 18 75 | | |
| Asseltine..... | Lemox & Addington O. | 22 40 | 18 75 | | |
| Aston Junction..... | Nicolet Q. | 45 50 | 22 50 | | |
| Aston Station..... | Nicolet Q. | 115 30 | 39 00 | | 2 50 |
| Astorville..... | Nipissing O. | 50 25 | 22 50 | | |
| †Astwood..... | Mackenzie Sask. | 40 56 | 16 66 | | |
| †Asquith..... | Saskatchewan Sask. | 72 30 | 4 16 | | |
| Atha..... | Ontario, S.R. O. | 18 57 | 18 75 | | |
| Athabasca Landing..... | Edmonton Alta | 347 16 | 90 00 | ‡46 50 | 7 50 |
| Atholmer..... | Kootenay B.C. | 150 52 | 45 00 | | 3 75 |
| Athelstan..... | Huntingdon Q. | 215 00 | 97 50 | | 11 25 |
| Atherton..... | Norfolk O. | 61 20 | 24 00 | | |
| Athlone..... | Simcoe, S.R. O. | 154 52 | 52 50 | | 3 75 |
| Athol..... | Glengarry O. | 47 25 | 27 00 | | |
| Atikokan..... | Thunder Bay & Rainy River O. | 171 25 | †79 26 | | 3 75 |
| Atkin..... | Lambton, E.R. O. | 26 40 | 18 75 | | |
| Atkinson..... | Frontnac O. | 29 72 | 18 75 | | |
| Atlanta..... | King's N.S. | 20 50 | 18 75 | | |
| Attercliffe..... | Lincoln O. | 145 40 | 67 50 | | 7 50 |
| Attercliffe Station..... | Haldimand O. | 135 00 | 52 00 | 6 75 | 3 75 |
| Atwell..... | Macdonald M. | 36 52 | 22 50 | | |
| Atwood's Brook..... | Shelburne & Queens N.S. | 26 27 | 18 75 | | |
| Aubert Gallion..... | Beauce Q. | 81 00 | †51 00 | | |
| Aubigny..... | Provencher M. | 19 81 | 18 75 | | |
| Aubrey..... | Chateauguay Q. | 138 92 | 52 00 | | 3 75 |
| Auburn..... | Queens P.E.I. | 7 00 | 18 75 | 0 75 | |
| Auburndale..... | Lunenburg N.S. | 12 00 | 18 75 | | |
| Auburnton..... | Assa, East Sask. | 6 25 | 18 75 | | |
| Audet..... | Beauce Q. | 43 26 | 18 75 | | |
| Audley..... | Ontario, S.R. O. | 41 38 | 21 00 | | |
| Audrey..... | Assa, East Sask. | 13 90 | 18 75 | | |
| Anghrim..... | Lambton, E.R. O. | 37 00 | 18 75 | | |
| Augsburg..... | Renfrew, N.R. O. | 44 01 | 18 75 | | |
| Augustine Cove..... | Prince P.E.I. | 44 05 | 21 25 | | |
| †Auld..... | Essex, S.R. O. | 19 75 | 18 75 | | |
| Auld's Cove..... | Guysborough N.S. | 20 40 | 18 75 | | |
| Aurigny..... | Gaspé Q. | 13 56 | 18 75 | | |
| Auvergne..... | Portneuf Q. | 77 86 | 37 50 | | 3 75 |
| Avery's Portage..... | York N.E. | 39 33 | 18 75 | | |
| Avoca..... | Argenteuil Q. | 89 00 | 59 00 | | 3 75 |
| Avon..... | Elgin, E.R. O. | 177 98 | 70 50 | | 7 50 |
| Avon..... | Megantic Q. | 8 00 | 18 75 | | |
| Avonbank..... | Perth, S.R. O. | 59 00 | 22 50 | | |
| Avondale..... | Pictou N.S. | 27 75 | 21 00 | | |
| Avondale..... | Carleton N.B. | 59 55 | 25 50 | | |
| Avondale..... | Queen's P.E.I. | 19 71 | 18 75 | | |
| Avondale Station..... | Pictou N.S. | 17 00 | 18 75 | 6 00 | |
| Avonhurst..... | Qu'Appelle Sask. | 32 50 | 24 00 | | |

a Opened 1-8-06. b Opened 1-2-07. c Including \$20.76 night allowance, \$2.76 of which is arrears.

† Including \$24.75 arrears of salary.

†† Including \$12 night allowance.

* Including \$7.50 night allowance.

‡ Including \$37.50 special forward allowance. d Opened 1-5-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------------------|--|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Avonmore..... | King's & Albert.....N. B. | 34 00 | 18 75 | | |
| Avonport..... | King's.....N. S. | 21 70 | 22 50 | | |
| Avonry..... | Lambton, W. R.....O | 3 00 | 18 75 | | |
| Avonton..... | Perth, S. R.....O | 131 32 | 55 00 | 24 75 | 3 75 |
| Aweme..... | Portage la Prairie.....M | 16 25 | 18 75 | | |
| Axe Lake..... | Parry Sound.....O | 24 46 | 18 75 | | |
| Aylesbury..... | Assa, W.....Sask | 248 68 | 60 00 | | 3 75 |
| Aylsworth..... | Thunder Bay & Rainy-River.....O | 22 70 | 22 50 | | |
| Azilda..... | Algoma, E. R.....O | 109 50 | 78 00 | | 6 25 |
| B | | | | | |
| BACCARO..... | Shelburne & Queen's, N. S. | 81 60 | 43 50 | | 3 75 |
| Back Bay..... | Charlotte.....N. B. | 108 10 | 46 50 | | 3 75 |
| Back Lands..... | Antigonishe.....N. S. | 2 00 | 18 75 | | |
| Back Shore..... | Pictou.....N. S. | 2 00 | 18 75 | | |
| Baddeck Bay..... | North Cape Breton and Victoria.....N. S. | 27 33 | +23 75 | 3 75 | |
| Baddeck Bridge..... | North Cape Breton and Victoria.....N. S. | 17 00 | 18 75 | | |
| Baddeck River, North Branch..... | North Cape Breton and Victoria.....N. S. | 12 00 | 18 75 | | |
| Baddow..... | Victoria & Haliburton, O. | 33 30 | 18 75 | | |
| Badger..... | Provencher.....M | 35 17 | 25 50 | | |
| Badgerdale..... | Mackenzie.....Sask | 17 20 | 18 75 | | |
| Badjeros..... | Grey, E. R.....O | 115 48 | 63 50 | | 6 25 |
| Bagley..... | Humboldt.....Sask | 12 97 | 18 75 | | |
| Baie de la Trinite..... | Chicoutimi & Saguenay, Q. | 15 24 | 31 25 | | |
| Baie des Bacons..... | Chicoutimi & Saguenay, Q. | 22 70 | 18 75 | | |
| Baie des Rochers..... | Charlevoix.....Q | 14 00 | +33 75 | | |
| *Baie d'Urfe..... | Jacques Cartier.....Q | 5 00 | 25 00 | | |
| Baie Verte Road..... | Westmoreland.....N. B. | 10 25 | 18 75 | | |
| Baillie..... | Charlotte.....N. B. | 25 95 | 18 75 | 2 25 | |
| Bairdsville..... | Victoria.....N. B. | 27 48 | 18 75 | 3 00 | |
| Baker..... | Kootenay.....B. C. | 106 19 | 47 00 | | 3 75 |
| Baker Brook..... | Victoria.....N. B. | 107 99 | 33 00 | | 3 75 |
| Baker Settlement..... | Lunenburg.....N. S. | 45 50 | 18 75 | | |
| Balaclava..... | Grey, N. R.....O | 63 92 | 24 00 | | |
| Balderson..... | Lanark, S. R.....O | 159 98 | 69 00 | 3 75 | 7 50 |
| Baldoon..... | Kent, W. R.....O | 51 06 | 18 75 | | |
| Baldwin..... | York, N. R.....O | 94 75 | 45 00 | | 3 75 |
| Baldwin's Mills..... | Stanstead.....Q | 199 86 | 79 50 | | 7 50 |
| Baldwin's Road..... | King's.....P. E. I. | 11 40 | 18 75 | | |
| Baleine..... | South Cape Breton.....N. S. | 2 00 | 18 75 | | |
| Balfour..... | Prince Edward.....O | 9 30 | 18 75 | | |
| Balfour..... | Kootenay.....B. C. | 18 25 | 18 75 | | |
| Balfron..... | King's and Albert.....N. B. | 19 21 | 18 75 | | |
| Baljennie..... | Saskatchewan.....Sask | 34 95 | 18 75 | | |
| Ballantrae..... | York, N. R.....O | 153 95 | 64 00 | | 3 75 |
| Ballantyne's Cove..... | Antigonishe.....N. S. | 45 00 | 18 75 | | |
| Ballantyne's Station..... | Frontenac.....O | 5 00 | 18 75 | | |
| Ballyduff..... | Durham.....O | 44 00 | 24 00 | | |
| Ballymote..... | Middlesex, E. R.....O | 57 68 | 28 50 | | |
| Balnoral..... | Haldimand.....O | 117 46 | 34 50 | | 3 75 |
| Balnoral..... | Restigouche.....N. B. | 29 75 | 18 75 | | |
| ^b Balnoral..... | Richmond.....N. S. | 3 50 | 10 41 | | |

* Summer office.

† Including \$15 night allowance.

†† Including \$5 night allowance.

^b Re-opened, 1-11-'06.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent |
|---------------------------|--|----------|--------------------------------------|------------|------------|
| | | | (based on revenue of previous year). | Allowance. | Allowance. |
| | | § cts. | § cts. | § cts. | § cts. |
| Balmoral Mills..... | Colchester..... N.S. | 47 30 | 22 50 | | |
| Balmy Beach..... | York, S.R..... O | + | + | | |
| Balsam..... | Ontario, S.R..... O | 120 21 | 52 50 | | 3 75 |
| Balsam Bay..... | Selkirk..... M | 13 85 | 18 75 | | |
| Balsam Grove..... | Victoria & Haliburton O | 10 25 | 18 75 | | |
| Balsam Hill..... | Renfrew, S.R..... O | 13 45 | 18 75 | | |
| Balsam Lake..... | Victoria & Haliburton O | 12 90 | 18 75 | | |
| Baltic..... | Prince..... P.E.I | 28 70 | 18 75 | | |
| Balvenie..... | Renfrew, S.R..... O | 13 25 | 18 75 | | |
| Bamberg..... | Watloo, N.R..... O | 55 00 | 31 50 | | |
| Banbury..... | Parry Sound..... O | 18 69 | 18 75 | | |
| Banda..... | Simcoe, N.R..... O | 56 00 | 28 75 | | |
| Bangon..... | King's..... P.E.I | 18 25 | 18 75 | | |
| Banks..... | Grey, E.R..... O | 63 88 | 21 00 | | |
| Banks of Broad Cove..... | Inverness..... N.S. | 12 00 | 18 75 | | |
| Banner..... | Oxford, S.R..... O | 27 33 | 18 75 | | |
| Bannon..... | Carleton..... N.B. | 17 00 | 18 75 | | |
| Barachois..... | Westmoreland..... N.B. | 31 00 | 18 75 | | |
| Barachois Harbour..... | North Cape Breton and Victoria..... N.S. | 25 99 | 18 75 | | |
| Barb..... | Prescott..... O | 70 35 | 34 50 | | 3 75 |
| Barclay..... | Simcoe, S.R..... O | 18 75 | 18 75 | | |
| Bardal..... | Brandon..... M | 10 44 | 18 75 | | |
| Bardo..... | Strathcona, Alta..... | 86 24 | 48 75 | | 3 75 |
| Bardolph..... | Lennox & Addington O | 18 70 | 18 75 | | |
| Bardsville..... | Muskoka..... O | 24 93 | 18 75 | | |
| Bark Lake..... | Renfrew, S.R..... O | 13 50 | 18 75 | | |
| Barkway..... | Muskoka..... O | 32 91 | 18 75 | | |
| Barnaby River..... | Northumberland..... N.B. | 151 38 | 73 50 | 2 25 | 7 50 |
| <i>a</i> Barnardo..... | Marquette..... M | | 10 10 | | 0 73 |
| Barnesdale..... | Parry Sound..... O | 114 00 | 58 50 | 2 25 | 3 75 |
| Barnesville..... | King's & Albert..... N.B. | 70 77 | 28 50 | | |
| Barney River Station..... | Pictou..... N.S. | 32 61 | 18 75 | | |
| Barney's Brook..... | Hants..... N.S. | 18 00 | 18 75 | | |
| Barney's River..... | Pictou..... N.S. | 72 39 | 55 00 | 9 00 | 3 75 |
| <i>c</i> Barnhart..... | Thunder Bay & Rainy River..... O | 23 00 | 18 75 | | |
| Barnsley..... | Maddonald..... M | 37 16 | 21 00 | | |
| Barra Glen..... | North Cape Breton and Victoria..... N.S. | 26 00 | 18 75 | | |
| Barra Head..... | Richmond..... N.S. | 23 44 | 18 75 | | |
| Barrett..... | Lennox & Addington O | 7 00 | 18 75 | | |
| Barrettsholme..... | King's Albert..... N.B. | 17 95 | 18 75 | | |
| Barretville..... | Essex, S.R..... O | 12 58 | 18 75 | | |
| Barrie Island..... | Algoma, E.R..... O | 12 96 | 18 75 | | |
| Barrington..... | Huntingdon..... Q | 81 34 | 45 00 | | 3 75 |
| Barrington West..... | Shelburne & Queen's N.S. | 19 05 | 18 75 | | |
| Barrio's Beach..... | Antigonishe..... N.S. | 28 94 | 18 75 | | |
| Bar River..... | Algoma, W.R..... O | 57 34 | 22 50 | | |
| Barrows..... | Mackenzie..... Sask | 479 06 | d138 00 | | 11 25 |
| Barr Settlement..... | Hants..... N.S. | 9 25 | 18 75 | | |
| Barry's Corner..... | Lunenburg..... N.S. | 6 00 | 18 75 | | |
| <i>f</i> Barryvale..... | Renfrew, S.R..... O | 45 25 | 22 68 | | |
| Barryville..... | Northumberland..... N.B. | 17 50 | 18 75 | | |
| Bartholomew..... | Northumberland..... N.B. | 6 50 | 18 75 | | |
| Bartibog..... | Northumberland..... N.B. | 8 00 | 18 75 | | |

+ For Revenue, etc. See Appendix C, under Toronto, sub-offices, etc. *a* Closed, 1-9-'06. *c* Opened 1-7-'06. *d* Including \$24 night allowance, \$6 of which is arrears. *f* Temporarily closed from 10th to 25th Nov., '06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|---|----------|------|---|----------------------------|-------------------------|
| | | § | cts. | § | | |
| Bartibog Bridge | Northumberland.....N.B | 61 | 60 | 28 | 50 | |
| Bartibogue Station | Northumberland.....N.B | 15 | 89 | 18 | 75 | |
| Bartlett Mills | Charlotte.....N.B | 34 | 95 | 18 | 75 | |
| Bas de la Baie | Charlevoix.....Q | 13 | 18 | +27 | 75 | |
| Bas de l'Anse | Charlevoix.....Q | 19 | 00 | 18 | 75 | |
| Bas de Ste. Rose | Laval.....Q | 16 | 75 | 18 | 75 | |
| Bas du Sault | Laval.....Q | 5 | 00 | 18 | 75 | |
| Basingstoke | Lincoln.....O | 53 | 40 | 27 | 00 | |
| Bassano | Calgary.....Alta | 212 | 53 | +111 | 00 | 7 50 |
| Bassin | Chicoutimi.....Q | 20 | 00 | 18 | 75 | |
| Bassin du Lièvre | Labelle.....Q | 62 | 27 | 25 | 50 | |
| Basswood Ridge | Charlotte.....N.B | 13 | 25 | 18 | 75 | |
| Baskatong | Wright.....Q | 116 | 10 | 26 | 25 | |
| Bates | Macdonald.....M | 45 | 00 | 25 | 50 | |
| Bateston | South Cape Breton.....N.S | 17 | 00 | ++23 | 25 | |
| Bathgate | Strathcona.....Alta | 56 | 25 | 18 | 75 | |
| Batiscan Station | Champlain.....Q | 181 | 55 | 84 | 00 | 7 50 |
| Batoche | Humboldt.....Sask | 19 | 00 | 18 | 75 | |
| o Battenburg | Edmonton.....Alta | 7 | 00 | 18 | 75 | |
| Batteau | Simcoe, N.R.....O | 82 | 62 | 36 | 00 | |
| Battersea | Frontenac.....O | 208 | 25 | 71 | 25 | 7 50 |
| Battle Creek | Assa, West.....Sask | 34 | 20 | 30 | 00 | |
| Battle River | Strathcona.....Alta | 27 | 02 | 18 | 75 | |
| Bay-law | Assa, East.....Sask | 15 | 82 | 18 | 75 | |
| Baxter | Simcoe, S.R.....O | 35 | 25 | 18 | 75 | |
| Baxter's Harbour | King's.....N.S | 25 | 75 | 18 | 75 | |
| Bay du Vin | Northumberland.....N.B | 157 | 80 | 62 | 50 | 1 57 3 75 |
| Baie du Vin Mills | Northumberland.....N.B | 4 | 75 | 18 | 75 | |
| Bayer Settlement | Halifax.....N.S | 8 | 30 | 18 | 75 | |
| o Bayhead | Colchester.....N.S | 18 | 00 | 21 | 00 | |
| Bayfield | King's.....P.E.I | 20 | 15 | 18 | 75 | |
| Bay Fortune | King's.....P.E.I | 23 | 42 | 18 | 75 | |
| Bayham | Elgin, E.R.....O | 102 | 90 | c56 | 25 | 3 75 |
| Bayonne | Joliette.....Q | 51 | 00 | 27 | 00 | |
| Bay Road Valley | North Cape Breton and Victoria.....N.S | 6 | 96 | *20 | 25 | |
| Baynes Lake | Kootenay.....B.C | 135 | 10 | 18 | 75 | |
| Bayside | Halifax.....N.S | 20 | 50 | 18 | 75 | |
| Bayside | Hastings, W.R.....O | 49 | 50 | 25 | 50 | |
| Bayside | Northumberland.....N.B | 27 | 75 | 18 | 75 | 3 00 |
| Bayside | Charlotte.....N.B | 31 | 50 | 18 | 75 | |
| Bay St. Lawrence | North Cape Breton and Victoria.....N.S | 69 | 78 | *24 | 00 | 3 75 |
| Bayswater | King's & Albert.....N.B | 27 | 55 | 18 | 75 | |
| Bayswater | Lunenburg.....N.S | 30 | 00 | 18 | 75 | |
| Bay View | Dirby.....N.S | 6 | 50 | 18 | 75 | |
| Bay View | St. John.....N.B | 12 | 30 | 18 | 75 | |
| Bayview | Queen's.....P.E.I | 55 | 80 | 25 | 50 | |
| Bayview | Grey, N.R.....O | 47 | 50 | 22 | 50 | |
| Beach Meadows | Shelburne & Queen's.....N.S | 42 | 00 | 18 | 75 | |
| Beach Point | King's.....P.E.I | 69 | 10 | 30 | 00 | |
| Beacon Hill | Colchester.....N.S | 17 | 85 | 18 | 75 | |
| Beaconfield | Macdonald.....M | 26 | 69 | 18 | 75 | |
| Beaconfield | Oxford, S.R.....O | 74 | 58 | 25 | 50 | |
| Beaconfield | Jacques Cartier.....Q | 60 | 00 | 18 | 75 | |
| Beaconfield | Victoria.....N.B | 13 | 50 | 18 | 75 | |

‡ Including \$22.50 night allowance. c Including \$15 night allowance. e Including 50c. arrears forward. † Including \$9 night allowance. ++ Including \$4.50 night allowance. * Including \$1.50 night allowance. a Late Astleyville. b Late Tatamagouche Bay.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|--------------------------|-----------------------------------|----------|--------|---|-------|----------------------------|------|-------------------------|------|
| | | § | cts. | § | cts. | § | cts. | § | cts. |
| Bear Brook | Russell | O | 105 02 | 52 50 | | | | 3 75 | |
| Bear Cave | Muskoka | O | 45 56 | 21 00 | | | | | |
| Bear Cove, Cheticamp | Digby | N.S. | 20 00 | 18 75 | | | | | |
| Bear Cove | Halifax | N.S. | 3 65 | 18 75 | | | | | |
| Bear Island | York | N.B. | 28 70 | 18 75 | | | | | |
| Bear Line | Kent, W.R. | O | 42 66 | 22 50 | | | | | |
| Bear Point | Shelburne & Queen's | N.S. | 60 00 | 22 50 | | | | | |
| Bear River | King's | P.E.I. | 60 00 | 28 50 | | | | | |
| Beard Creek | Kootenay | B.C. | 7 5 00 | | | | | | |
| Beaton | Kootenay | B.C. | 119 50 | 85 00 | 22 50 | | 7 50 | | |
| Beaton's Mills | Queen's | P.E.I. | 23 48 | 18 75 | | | | | |
| Beatrice | Muskoka | O | 37 01 | 21 00 | | | | | |
| a Beauchamp | Humboldt | Sask. | 21 90 | 8 33 | | | | | |
| Beauchene | Pontiac | Q. | 393 64 | 135 00 | | | | 13 75 | |
| Beaudoin | Megantic | Q. | 9 35 | 18 75 | | | | | |
| Beaudoin, St. Sub-Office | City of Montreal | Q. | * | * | | | | | |
| Beaufort | Carleton | N.B. | 24 60 | 18 75 | | | | | |
| Beaulac | Montcalm | Q. | 17 53 | 18 75 | | | | | |
| Beaulieu | Montmorency | Q. | 102 32 | 45 00 | | | | 3 75 | |
| Beaulx | Antigonish | N.S. | 8 00 | 18 75 | | | | | |
| Beaumont | Bellechasse | Q. | 73 70 | 135 25 | | | | | |
| Beaumont | Westmoreland | N.B. | 16 30 | 18 75 | | | | | |
| Beaumont | Strathcona | Alta. | 64 69 | 31 50 | | | | | |
| Beaumont Est. | Quebec | Q. | 17 50 | 21 00 | | | | | |
| †Beaurepaire | Jacques Cartier | Q. | 29 00 | 25 00 | | | | | |
| Beausejour | Rimouski | Q. | 101 16 | 41 25 | | | | 3 75 | |
| Beauvoir | Vandreuil | Q. | 30 45 | 18 75 | | | | | |
| Beaver | Huntingdon | Q. | 29 46 | 18 75 | | | | | |
| Beaver | Kootenay | B.C. | 80 40 | 47 50 | | | | 2 50 | |
| Beaver Bank | Halifax | N.S. | 57 18 | 30 25 | 3 75 | | 2 50 | | |
| Beaver Brook | King's & Albert | N.B. | 14 30 | 18 75 | | | | | |
| Beaver Brook | Colchester | N.S. | 23 00 | 18 75 | | | | | |
| ℓ Beaver Brook Station | Northumberland | N.B. | 8 00 | 5 27 | | | | | |
| Beaver Cove | North Cape Breton and Victoria | N.S. | 31 00 | 18 75 | 2 25 | | | | |
| Beaver Creek | Comex Atlin | B.C. | 6 00 | 18 75 | | | | | |
| Beaverdale | Grey, E.R. | O | 28 64 | 18 75 | | | | | |
| Beaver Dale | Mackenzie | Sask. | 35 85 | 18 75 | | | | | |
| Beaver Dam | York | N.B. | 19 75 | 18 75 | | | | | |
| Beaverdell | Yale & Cariboo | B.C. | 38 00 | 22 50 | | | | | |
| Beaver Harbour | Halifax | N.S. | 33 54 | 22 50 | | | | | |
| Beaver Hills | Edmonton | Alta. | 66 20 | 21 00 | | | | | |
| Beaver Lake | Yale & Cariboo | B.C. | 29 30 | 18 75 | | | | | |
| Beaver Lake | Strathcona | Alta. | 38 10 | 48 00 | 5 00 | | 3 75 | | |
| Beaver Meadow | Lambton, W.R. | O | 35 70 | 18 75 | | | | | |
| Beaver Point | Nanaimo | B.C. | 31 43 | 18 75 | | | | | |
| Beaver River | Digby | N.S. | 115 35 | 51 00 | | | | 3 75 | |
| Beaver | Alta. | Alta. | 21 00 | 18 75 | | | | | |
| d Beckenham | Mackenzie | Sask. | 54 18 | 18 75 | | | | | |
| Beckett | Saskatchewan | Sask. | 9 47 | 10 41 | | | | | |
| Beckstead | Dundas | O | 24 55 | 18 75 | | | | | |
| Beckwith | Cumberland | N.S. | 32 56 | 18 75 | | | | | |
| Bedell | Carleton | N.B. | 9 50 | 18 75 | | | | | |
| Bedford Mills | Frontenac | O | 122 26 | 52 00 | | | | 3 75 | |
| Bedford Station | Queen's | P.E.I. | 56 25 | 25 00 | 10 50 | | | | |
| Beech Grove | Pontiac | Q. | 11 00 | 18 75 | | | | | |

† Including 89 night allowance. office not yet opened. ‡ Summer Offices, &c. (a) Opened 1-12-06. (b) Opened 15-1-07. (c) Credit for new under Montreal Sub-offices. * For revenue, etc. see Appendix C (d) Closed 1-12-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------|---|----------|---|------|----------------------------|-------------------------|
| | | | § | cts. | | |
| Beech Hill..... | King's & Albert. N.B. | 18 71 | 18 | 75 | | |
| Beech Hill..... | Lunenburg. N.S. | 8 00 | 18 | 75 | | |
| Beech Lane..... | Norfolk. O | 16 57 | 18 | 75 | | |
| Beechmont..... | South Cape Breton. N.S. | 7 00 | 18 | 75 | | |
| Beechmount..... | Hastings, W.R. O | 12 50 | 18 | 75 | | |
| Beech Ridge..... | Argenteuil. Q | 28 25 | 18 | 75 | | |
| Beechville..... | Halifax. N.S. | 4 20 | 18 | 75 | | |
| Beechwood..... | Antigonishe. N.S. | 8 50 | 18 | 75 | | |
| Beechwood..... | Carleton. N.B. | 73 07 | 33 | 00 | 7 50 | |
| Beersville..... | Kent. N.B. | 29 73 | 18 | 75 | | |
| Bee-ton..... | Qu'Appelle. Sask | 6 00 | 18 | 75 | | |
| Beith..... | Huntingdon. Q | 67 00 | 28 | 50 | | |
| Bekevar..... | Assa. East. Sask | 7 20 | 18 | 75 | | |
| Bélair..... | Portneuf. Q | 55 25 | 28 | 50 | | |
| Beland..... | Beauce. Q | 7 25 | 18 | 75 | | |
| Belcourt..... | Macdonald. M | 24 92 | 18 | 75 | | |
| Belfast..... | Huron, W.R. O | 149 68 | 72 | 00 | | 7 50 |
| Belisle's Mills..... | Terrebonne. Q | 95 45 | 43 | 50 | | 3 75 |
| Bella Bella..... | Comox Atlin. B.C. | 100 40 | 68 | 50 | | 3 75 |
| Bellamy's..... | Brockville. O | 68 10 | 30 | 00 | | |
| Belle Anse..... | Gaspé. Q | 41 82 | †38 | 50 | | |
| Belle Côte..... | Inverness. N.S. | 85 74 | †40 | 50 | | 3 75 |
| Belle Creek..... | Queen's. P.E.I. | 69 00 | 33 | 00 | 5 00 | |
| Belledune..... | Gloucester. N.B. | 65 10 | 48 | 50 | | 3 75 |
| Belle-dune River..... | Gloucester. N.B. | 53 08 | 30 | 00 | | |
| Bellefontaine..... | Antigonishe. N.S. | 43 00 | 18 | 75 | | |
| Bellegarde..... | Assa. East. Sask | 8 59 | 18 | 75 | | |
| Belleisle..... | Amapolis. N.S. | 67 00 | 30 | 00 | | |
| Belleisle Bay..... | King's & Albert. N.B. | 9 00 | 18 | 75 | 2 25 | |
| Belleisle Creek..... | King's & Albert. N.B. | 187 75 | 63 | 00 | 6 75 | 3 75 |
| a Bellevue..... | Queen's. P.E.I. | 33 70 | 18 | 75 | | |
| Belle Marche..... | Inverness. N.S. | 26 25 | 18 | 75 | | |
| Bellenden..... | Sunbury & Queen's. N.B. | 15 50 | 18 | 75 | | |
| Belle Rivière..... | Two Mountains. Q | 90 45 | 46 | 90 | | 3 75 |
| Belle Vallée..... | St. Jean & Iberville. Q | 12 17 | 18 | 75 | | |
| Belleville..... | Carleton. N.B. | 6 00 | 18 | 75 | | |
| Belleville..... | Yarmouth. N.S. | 120 00 | 37 | 50 | | 3 75 |
| Bell Ewart..... | Simcoe, S.R. O | 144 45 | 52 | 50 | | 3 75 |
| e Bellhampton..... | Dauphin. Man | 6 00 | 4 | 16 | | |
| Bellingham..... | Algoma, E.R. O | 50 70 | 21 | 00 | 2 00 | |
| Belliveaux Cove..... | Digby. N.S. | 129 40 | 57 | 00 | | 3 75 |
| Belliveaux Village..... | Westmoreland. N.B. | 15 00 | 18 | 75 | | |
| Bell Mount..... | Pontiac. Q | 60 18 | 25 | 50 | | |
| Belloni..... | South Cape Breton. N.S. | 13 00 | 18 | 75 | | |
| Bell Rapids..... | Hastings, W.R. O | 19 00 | 18 | 75 | | |
| Bellrock..... | Frontenac. O | 59 23 | 22 | 50 | | |
| Bellevue..... | Hastings, W.R. O | 160 48 | 67 | 50 | | 3 75 |
| Belmeade..... | Russell. O | 22 95 | 18 | 75 | | |
| Belmina..... | Richmond & Wolfe. Q | 32 51 | 18 | 75 | | |
| Belmont..... | Prince. P.E.I. | 11 25 | 18 | 75 | | |
| Belmont..... | Colchester. N.S. | 172 50 | 72 | 50 | | 7 50 |
| Belmore..... | Bruce, S.R. O | 143 90 | 75 | 00 | | 7 50 |
| Belton..... | Middlesex, E.R. O | 89 51 | 32 | 00 | | |
| Belydere..... | Edmonton. Alta | 123 01 | 18 | 75 | | |
| Belyea's Cove..... | Sunbury & Queen. N.B. | 21 80 | 18 | 75 | 2 25 | |
| Benacadie..... | North Cape & Breton Vic- toria. N.S. | 13 00 | 18 | 75 | | |

+ Including \$9 night allowance.
Harbour Road. (c) Opened 1-2-07.

†† Including \$4.50 night allowance.

(a) Lake Murray

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-------------------------|--|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Benacadie Pond..... | North Cape Breton & Victoria..... N.S. | 8 10 | 18 75 | | |
| Ben Allen..... | Grey, N. R..... O | 15 00 | 18 75 | | |
| Benbecula..... | Assa East..... Sask | 5 00 | 18 75 | | |
| Benchouzie..... | Humboldt..... Sask | 66 25 | 22 50 | | |
| Bendale..... | York, C. R..... O | 32 98 | 18 75 | | |
| o Bender..... | Assa, East..... Sask | 66 50 | 18 75 | | |
| Ben Eoin..... | South Cape Breton..... N.S. | 2 00 | 18 75 | | |
| Benito..... | Dauphin..... Man | 84 83 | 18 75 | | |
| Benjamin's Mills..... | Hants..... N.S. | 66 28 | 35 00 | | 2 50 |
| Ben Lomond..... | St. John..... N.B. | 30 75 | 18 75 | | |
| Bennett..... | Megantic..... Q | 20 98 | 18 75 | | |
| Bennington..... | Oxford, N. R..... O | 45 00 | 21 00 | | |
| Bensfort..... | Peterborough, W. R..... O | 70 00 | 39 00 | | 3 75 |
| Benson..... | Qu'Appelle..... Sask | 54 22 | 18 75 | | |
| Bentpath..... | Lambton, W. R..... O | 19 65 | 18 75 | | |
| Bent River..... | Muskoka..... O | 47 69 | 22 50 | | |
| Beranger..... | Missisquoi..... Q | 9 50 | 18 75 | | |
| Berens River..... | Selkirk..... M | 18 10 | 18 75 | | |
| Beresford..... | Gloucester..... N.B. | 56 73 | 26 25 | | |
| Beresina..... | Assa, East..... Sask | 13 00 | 18 75 | | |
| Bernadette..... | Levis..... Q | 11 70 | 18 75 | | |
| Bernier..... | Megantic..... Q | 6 75 | 18 75 | | |
| Berriedale..... | Parry Sound..... O | 78 80 | 36 00 | | 3 75 |
| Berry Hill..... | Colchester..... N.S. | 12 25 | 18 75 | | |
| Berry Mill Station..... | Westmoreland..... N.B. | 76 00 | 33 75 | | 3 75 |
| Berryton..... | King's & Albert..... N.B. | 7 00 | 18 75 | | |
| Berryton..... | Leeds..... O | 28 25 | 18 75 | | |
| Bersimis..... | Chicoutimi & Saguenay Q | 57 76 | +60 00 | 7 50 | |
| b Bertdale..... | Mackenzie..... Sask | 15 00 | 18 75 | | |
| Berthaville..... | Nipissing..... O | 24 20 | 19 50 | | |
| Berthier Junction..... | Berthier..... Q | 43 00 | 18 75 | 7 50 | |
| Berton..... | Portage la Prairie..... M | 89 20 | 40 50 | | 3 75 |
| Bertrand..... | Gloucester..... N.B. | 29 96 | 18 75 | 2 25 | |
| Berwick West..... | King's..... N.S. | 13 20 | 18 75 | | |
| b Bessemer..... | Hasting, E. R..... O | 186 50 | 18 75 | | |
| Bethany..... | Shefford..... Q | 38 67 | 18 75 | | |
| Bethany..... | Marquette..... M | 63 80 | 18 75 | | |
| Bethel..... | Shefford..... Q | 72 29 | 30 00 | | |
| Bethel..... | Prince Edward..... O | 33 46 | 25 50 | | |
| Bethel Grove..... | Northumberland, W. R. O | 24 95 | 18 75 | | |
| Bethesda..... | York, N. R..... O | 125 20 | 37 50 | | 3 75 |
| Bethune..... | Assa, West..... Sask | 331 44 | 32 50 | | 3 75 |
| Beulah..... | King's..... N.B. | 19 25 | 18 75 | | |
| Bewdley..... | Northumberland, W. R. O | 84 83 | 36 00 | | |
| Bexley..... | Victoria & Haliburton. O | 123 77 | 69 00 | 4 50 | 7 50 |
| Bickford..... | Lambton, W. R..... O | 96 90 | 36 00 | | 3 75 |
| Bienfait..... | Assa, East..... Sask | 210 53 | 34 50 | | 3 75 |
| Big Bank..... | North Cape Breton & Victoria..... N.S. | 20 75 | 18 75 | | |
| Big Bar Creek..... | Yale & Caribou..... B.C. | 17 95 | 18 75 | | |
| Big Beach..... | North Cape Breton & Victoria..... N.S. | 19 00 | 18 75 | | |
| Big Bras d'Or..... | North Cape Breton & Victoria..... N.S. | 123 50 | + 61 50 | 18 00 | 3 75 |
| Big Brook..... | Inverness..... N.S. | 5 00 | 18 75 | | |
| Big Cove..... | Sunbury & Queen's, N. B. | 9 00 | 18 75 | | |

(a) Late Crystal Springs.
 (b) Opened 1-4-'06.

+ Including \$30 special salary allowance.
 ++ Including \$15 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|----------------------------|-----------------------------------|----------|---|---------|----------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | | |
| a Big Creek | Yale, Cariboo | 12 00 | 4 16 | | | |
| Big Fork | Thunder Bay & Rainy River | 81 83 | 40 00 | | | 2 50 |
| Biggar Ridge | Carleton | 28 25 | 18 75 | | | |
| Big Glen | South Cape Breton | 10 45 | 18 75 | | | |
| Big Harbour | North Cape Breton & Vic- toria | 9 50 | 18 75 | | | |
| Big Harbour Island | Inverness | 6 45 | 18 75 | | | |
| Big Hill | North Cape Breton & Vic- toria | 8 10 | ± 23 75 | | | |
| Big Intervale (Cape North) | North Cape Breton & Vic- toria | 15 00 | 18 75 | | | |
| Big Intervale (Margaree) | Inverness | 6 10 | 18 75 | | | |
| Big Island | Pictou | 18 71 | 18 75 | | | |
| Big Island | Prince Edward | 11 75 | 18 75 | | | |
| Big Lake | Algoma, E.R. | 46 33 | 19 50 | | | |
| Big Loraine | South Cape Breton | 17 87 | 18 75 | | | |
| Big Marsh | Antigonishe | 9 59 | 18 75 | | | |
| Big Point | Kent, W.R. | 50 00 | 24 00 | | | |
| Big Pond | South Cape Breton | 36 55 | 18 75 | 5 25 | | |
| Big Port L'Hebert | Shelburne & Queen's | 10 00 | 18 75 | | | |
| Big Ridge | South Cape Breton | 10 00 | 18 75 | | | |
| Big Ridge South | South Cape Breton | 21 75 | 18 75 | | | |
| Big Tracadie | Antigonishe | 146 09 | 52 50 | 7 50 | | 3 75 |
| Binbrook | Wentworth | 213 37 | 99 00 | | | 7 50 |
| Bingham Road | Haldimand | 23 86 | 18 75 | | | |
| Binkham | Wellington, S.R. | 5 00 | 18 75 | | | |
| Birch Brook | Pictou | 19 95 | 18 75 | | | |
| Birch Grove | South Cape Breton | 5 25 | 18 75 | | | |
| Birch Hills | Humboldt | 133 10 | 39 00 | 2 25 | | 3 75 |
| Birch Ridge | Victoria | 17 67 | 18 75 | | | |
| Birchtown | Shelburne & Queen's | 54 35 | ±34 50 | 31 50 | | |
| Birchwood | Cumberland | 15 25 | 18 75 | | | |
| Birdell | Grey, E.R. | 94 07 | 40 50 | | | 3 75 |
| Bird's Creek | Hastings, W.R. | 105 07 | ±57 00 | 13 50 | | 3 75 |
| Bird's Hill | Selkirk | 173 87 | 63 75 | | | 3 75 |
| Birdsalls | Peterborough, E.R. | 72 86 | 51 00 | | | 3 75 |
| Birdton | York | 14 00 | 18 75 | | | |
| b Birdview | Assa, W. | 7 00 | 2 08 | | | |
| Birkendale | Muskoka | 114 81 | 69 00 | | | 7 50 |
| Birmam | Lambton, E.R. | 65 38 | 33 00 | | | |
| Birnie | Dauphin | 182 63 | 82 50 | | | 7 50 |
| Birr | Middlesex, E.R. | 87 20 | 40 50 | 2 25 | | 3 75 |
| Birson | Humboldt | 8 00 | 18 75 | | | |
| Bishop Mountain | King's | 9 73 | 18 75 | | | |
| Bishopville | King's | 7 00 | 18 75 | | | |
| Bismark | Strathcona | 22 79 | 18 75 | | | |
| Bissett Creek | Nipissing | 49 88 | 24 00 | | | |
| Bisson | Beauce | 19 23 | 18 75 | | | |
| Bissonnette | Montcalm | 60 20 | 22 25 | | | |
| Bittern Lake | Strathcona | 65 13 | 48 00 | 3 75 | | 3 75 |
| Black Avon | Antigonishe | 13 48 | 18 75 | | | |
| Black Bank | Dufferin | 56 42 | 58 50 | | | 3 75 |
| Black Brook | North Cape Breton and Victoria | 16 00 | 18 75 | | | |
| Blackburn | Russell | 8 80 | 18 75 | | | |
| Black Creek | Welland | 122 25 | 46 50 | | | 3 75 |

(c) Including \$4.50 night allowance.

(±) Including \$5 night allowance.

(a) Opened 1-2-07.

(b) Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------------|-------------------------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Black Donald..... | Renfrew, S.R..... | O 9 00 | 18 75 | | |
| Black Hawk..... | Thunder Bay and Rainy River..... | O 88 06 | 18 75 | | |
| Black Heath..... | Wentworth..... | O 167 93 | 81 00 | | 7 50 |
| Blackett's Lake..... | South Cape Breton..... | N.S 8 25 | 18 75 | | |
| Blackfoot Hills..... | Strathcona..... | Alta 32 15 | 18 75 | | |
| Black Land..... | Ristigouche..... | N.B 49 40 | 18 75 | | |
| Black Pines..... | Yale & Cariboo..... | B.C 38 65 | 18 75 | | |
| Black Point..... | Ristigouche..... | N.B 81 62 | 36 00 | | |
| Black Point..... | Halifax..... | N.S 65 04 | 37 50 | | 3 75 |
| Black Point..... | Shelburne & Queen's..... | N.S 20 00 | 18 75 | | |
| Black River..... | Northumberland..... | N.B 18 69 | 18 75 | | |
| Black River..... | St. John..... | N.B 40 05 | 28 50 | | |
| Black River Bridge..... | Prince Edward..... | O 51 94 | 18 75 | | |
| Black River Bridge..... | Northumberland..... | N.B 49 55 | 18 75 | | |
| Black River Depot..... | Pontiac..... | Q 169 15 | 27 00 | | |
| Black Rock..... | Cumberland..... | N.S 1 90 | 18 75 | | |
| Black Rock..... | Gloucester..... | N.B 8 25 | 18 75 | | |
| Black Rock..... | North Cape Breton and Victoria..... | N.S 12 50 | 18 75 | | |
| Black's Corners..... | Dufferin..... | O 25 05 | 18 75 | | |
| Black's Harbour..... | Charlotte..... | N.B 180 84 | 72 00 | | 7 50 |
| Blackstone..... | Inverness..... | N.S 14 50 | 18 75 | | |
| Blackwater..... | Ontario, N.R..... | O 139 91 | 54 00 | 16 50 | 3 75 |
| Blackwell Station..... | Lambton, W.R..... | O 16 32 | 18 75 | | |
| Blackwood..... | Qu'Appelle..... | Sask 32 20 | 18 75 | | |
| Blair..... | Sunbury & Queen's..... | N.B 82 25 | 22 50 | | |
| Blair Athol..... | Ristigouche..... | N.B 15 86 | 18 75 | | |
| Blairhampton..... | Victoria & Haliburton..... | O 10 40 | 18 75 | | |
| Blairmore..... | Alta..... | 670 80 | + 349 50 | | 56 25 |
| Blairton..... | Peterborough, E. R..... | O 41 20 | 21 00 | | |
| Blais..... | Beauce..... | Q 11 75 | 18 75 | | |
| Blake..... | Huron, S.R..... | O 98 90 | 42 00 | | 3 75 |
| Blakely..... | Sunbury & Queen's..... | N.B 6 00 | 18 75 | | |
| Blakeney..... | Lanark, N.R..... | O 139 74 | 51 00 | | 3 75 |
| Blanchard Road..... | Pictou..... | N.S 8 00 | 18 75 | | |
| Blanchard Settlement..... | Gloucester..... | N.B 28 75 | 18 75 | | |
| Blanche..... | Labelle..... | Q 144 91 | 52 50 | | 3 75 |
| Blanche..... | Shelburne & Queen's..... | N.S 12 00 | 18 75 | | |
| Blanchet..... | Levis..... | Q 51 96 | 22 50 | | |
| Blandford..... | Drum'nd & Arthabaska..... | Q 69 56 | 27 00 | 2 25 | |
| Blandford Station..... | Oxford, N.R..... | O 45 50 | 21 00 | | |
| Blantyre..... | Grey, E.R..... | O 77 64 | 38 00 | | 2 50 |
| Blayne..... | Norfolk..... | O 38 28 | 18 75 | | |
| Blaney Ridge..... | York..... | N.B 18 75 | 18 75 | | |
| o Bleakmore..... | Humboldt..... | Sask 75 00 | 18 75 | | |
| Blessington..... | Hastings, E.R..... | O 62 70 | 24 00 | | |
| Bleury Street (sub-office)..... | St. Lawrence..... | Q 63 00 | 30 00 | | |
| Blissfield..... | Northumberland..... | N.B 63 00 | 30 00 | | |
| Blissville..... | Sunbury & Queen's..... | N.B 12 90 | 18 75 | | |
| Block House..... | Lunenburg..... | N.S 77 66 | 36 00 | 2 25 | 2 50 |
| Bloomidon..... | King's..... | N.S 22 25 | 18 75 | | |
| Bloomfield..... | Prince..... | P.E.I 12 00 | 18 75 | | |
| Bloomfield..... | Digby..... | N.S 34 26 | 18 75 | | |
| Bloomfield Ridge..... | York..... | N.B 19 00 | 18 75 | | |
| Bloomingdale..... | Waterloo, N.R..... | O 110 00 | 45 50 | | 3 75 |
| Blooming Point..... | Queen's..... | P.E.I 12 45 | 18 75 | | |

For Revenue, etc., see appendix C under Montreal, Sub-Offices, etc. † Including \$86 night allowance. (a) Cpened 1-4-'06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|---------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Bloomington | Amapolis, N.S. | 14 39 | 18 75 | | |
| Bloomington | York, N.R. | 84 03 | 45 00 | | 3 75 |
| Bloomsburg | Norfolk, O. | 82 92 | 33 00 | | |
| Blount | Dufferin, O. | 18 75 | 18 75 | | |
| Blouin | Levis, Q. | 11 75 | 18 75 | | |
| Blucher Hall | Yale & Cariboo, B.C. | 13 33 | 18 75 | | |
| Blue Bell | Victoria, N.B. | 19 75 | 18 75 | | |
| Blue Cove | Gloucester, N.B. | 23 20 | 18 75 | | |
| Blue Church Road | Grenville, O. | 9 20 | 18 75 | | |
| Blue Lake | Brant, O. | 182 00 | 36 00 | | 3 75 |
| Blue Mountain | Pictou, N.S. | 74 75 | 31 50 | 2 25 | |
| Blue Mountain Bend | Victoria, N.B. | 14 86 | 18 75 | | |
| Blue Rock | Lunenburg, N.S. | 25 00 | 18 75 | | |
| Blue Sea Corner | Cumberland, N.S. | 18 75 | 18 75 | | |
| Blue Sea Lake | Wright, Q. | 62 50 | 21 00 | | |
| Blue's Mill | Inverness, N.S. | 25 33 | 18 75 | | |
| a Bluff Centre | Strathcona, Alta. | 25 34 | 14 58 | | |
| Blythfield | Macdonald, M. | 73 35 | 18 75 | | |
| Bocabec | Charlotte, N.B. | 70 45 | 26 25 | | |
| Bocabec Cove | Charlotte, N.B. | 49 88 | 21 00 | | |
| Bogart | Hastings, E.R. | 79 80 | 22 50 | 2 25 | |
| Boharm | Assa, West, Sask. | 71 25 | 18 75 | | |
| Boileau | Labelle, Q. | 59 20 | 26 00 | 3 75 | |
| Bois Blanc | Maskinonge, Q. | 78 00 | 25 50 | | |
| a Bois-briand | Chateauguay, Q. | 18 08 | 14 58 | | |
| Boisdale | (North Cape Breton, N.S. | 38 24 | 22 50 | 2 25 | |
| Boisdale Barachois | Victoria, N.S. | 20 95 | 18 75 | | |
| Bois de Filion | Terrebonne, Q. | 10 50 | 18 75 | | |
| Bois Franc | Wright, Q. | 15 50 | 18 75 | | |
| Boissoneault | Megantic, Q. | 37 53 | 23 25 | | |
| Boivin | Beauce, Q. | 3 59 | 18 75 | | |
| Bolduc's Siding | Compton, Q. | 23 95 | 18 75 | | |
| Bolingbroke | Lanark, S.R. | 18 73 | 22 75 | | |
| Bolover | Victoria & Haliburton, O. | 114 30 | 54 00 | | 3 75 |
| Bolton Forest | Brome, Q. | 20 09 | 18 75 | | |
| Bolton Glen | Brome, Q. | 21 75 | 18 75 | | |
| d Bolton Springs | Brome, Q. | | 0 80 | | |
| Bomanton | Northumberland, W.R.O. | 17 00 | 18 75 | | |
| Bon Accord | Victoria, N.B. | 33 00 | 18 75 | | |
| Bon Accord | Edmonton, Alta. | 21 00 | 18 75 | | |
| Bonaventure East | Bonaventure, Q. | 108 70 | 30 50 | | 3 75 |
| Bonaventure, Island | Gaspé, Q. | 15 50 | 18 75 | | |
| Bon Conseil | Drummond & Arthabaska, Q. | 99 37 | 51 00 | | 3 75 |
| Bon Desir | Chicoutimi & Saguenay, Q. | 20 65 | 18 75 | | |
| d Bon Echo | Frontenac, O. | 41 50 | 25 00 | | |
| Bondville | Brome, Q. | 113 80 | 61 50 | | 3 75 |
| Bonniville | Algoma, E.R. | 43 41 | 18 75 | | |
| Bongard's Corners | Prince Edward, O. | 47 72 | 22 50 | | |
| Bonheur | Thunder Bay and Rainy River, O. | 67 95 | 53 50 | | 3 75 |
| Bonnechère | Renfrew, S.R. | 13 50 | 18 75 | | |
| Bonne-Esperance | Chicoutimi & Saguenay, Q. | 5 45 | 18 75 | | |
| Bonne Madone | Humboldt, Sask. | 40 16 | 18 75 | | |
| Bonney-River-Station | Charlotte, N.B. | 162 80 | 62 50 | 3 75 | 3 75 |
| Bonnie Duon | Macdonald, M. | 35 50 | 18 75 | | |
| Bonnie Glen | Strathcona, Alta. | 63 70 | 24 00 | | |
| Bon-Secours | Kent, N.B. | 13 55 | 18 75 | | |
| Bonshaw | Queen's, P.E.I. | 86 46 | 34 50 | 2 25 | 3 75 |

d Summer office. a Opened 1-9 06. b Opened 15-6 '06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. | | |
|---------------------------|--|----------|---|------|----------------------------|-------------------------|------|------|
| | | | \$ | cts. | | \$ | cts. | \$ |
| Bonville..... | Stormont..... | O | 57 | 97 | 18 | 75 | | |
| Bonwell..... | Queen's..... | P.E.I | 12 | 00 | 18 | 75 | | |
| Bookton..... | Norfolk..... | O | 110 | 81 | 53 | 00 | | 3 75 |
| Boom Road..... | Northumberland..... | N.B | 60 | 67 | 18 | 75 | | |
| Booth..... | Pontiac..... | Q | 42 | 58 | 30 | 00 | | |
| Boothville..... | Grey, S.R..... | O | 45 | 76 | 22 | 50 | | |
| Bord à Plouffe..... | Laval..... | Q | 62 | 95 | 18 | 75 | 2 25 | |
| Bordeaux..... | Laval..... | Q | 99 | 80 | 56 | 25 | | 3 75 |
| Bord à Plouffe West..... | Laval..... | Q | 12 | 75 | 18 | 75 | | |
| Bord de l'Eau..... | Portneuf..... | Q | 14 | 21 | 18 | 75 | | |
| Borromée..... | Russell..... | O | 2 | 00 | 18 | 75 | | |
| Boscobel..... | Shefford..... | Q | 85 | 70 | 36 | 00 | | 3 75 |
| Boscurvis..... | Assa.-East..... | Sask | 24 | 62 | 18 | 75 | | |
| Boskung..... | Victoria & Haliburton..... | O | 17 | 55 | 18 | 75 | | |
| Boston..... | Norfolk..... | O | 139 | 89 | 64 | 50 | | 3 75 |
| Boston Mills..... | Peel..... | O | 38 | 50 | 21 | 00 | | |
| Bosworth..... | Wellington, N.R..... | O | 37 | 20 | 21 | 25 | | |
| a Boswell..... | Kootenay..... | B. C | 12 | 00 | 2 | 08 | | |
| Borzegow..... | Strathcona..... | Alta | 67 | 00 | | | | |
| c Bosse..... | Victoria..... | N.B | 10 | 00 | | | | |
| Bothwell..... | King's..... | P.E.I | 29 | 88 | 18 | 75 | | |
| Bothwell Corners..... | Grey, N.R..... | O | 13 | 55 | 18 | 75 | | |
| Botreaux..... | Chateauguay..... | Q | 6 | 00 | 18 | 75 | | |
| Botsford Portage..... | Westmoreland..... | N.B | 14 | 00 | 18 | 75 | | |
| Boucherville..... | Thunder-Bay & Rainy- River..... | O | 23 | 00 | 18 | 75 | | |
| Bouchette Station..... | Wright..... | Q | 107 | 50 | 41 | 25 | | 3 75 |
| Bouck's Hill..... | Dundas..... | O | 130 | 52 | 68 | 00 | 6 00 | 6 25 |
| Boudreau..... | Westmoreland..... | N.B | 25 | 75 | 18 | 75 | | |
| Boudreau Corners..... | Compton..... | Q | 13 | 00 | 18 | 75 | | |
| Boudreau Village..... | Westmoreland..... | N.B | 18 | 75 | 18 | 75 | | |
| Bougainville..... | Gaspé..... | Q | 10 | 25 | 18 | 75 | | |
| Boughton Island..... | King's..... | P.E.I | 8 | 75 | 18 | 75 | | |
| Boulardarie..... | North Cape Breton & Vic- toria..... | N.S | 30 | 50 | 18 | 75 | 3 00 | |
| Boulardarie Centre..... | North Cape Breton & Vic- toria..... | N.S | 25 | 00 | 18 | 75 | | |
| Boulardarie East..... | North Cape Breton & Vic- toria..... | N.S | 29 | 45 | 18 | 75 | | |
| Boulardarie West..... | North Cape Breton & Vic- toria..... | N.S | 11 | 00 | 18 | 75 | | |
| Boulevard St Paul..... | Jacques Cartier..... | Q | 144 | 80 | 30 | 00 | | |
| Boulogne..... | Drum'nd & Arthabaska..... | Q | 19 | 75 | 18 | 75 | | |
| Boulter..... | Hastings, E.R..... | O | 61 | 41 | 22 | 50 | | |
| Boundary Creek..... | Westmoreland..... | N.B | 98 | 30 | 33 | 00 | 6 00 | |
| Boundary, Presqu'île..... | Carleton..... | N.B | 6 | 50 | 18 | 75 | | |
| Bourdeau..... | Parry Sound..... | O | 10 | 75 | 18 | 75 | | |
| Bourgeois..... | Kent..... | N.B | 18 | 75 | 18 | 75 | | |
| Bourg Louis..... | Portneuf..... | Q | 139 | 00 | 48 | 50 | | 7 50 |
| Bournival..... | Trois-Rivières & St-Mau- rice..... | Q | 29 | 00 | 18 | 75 | | |
| Bout de l'Isles..... | Laval..... | Q | 22 | 00 | 18 | 75 | | |
| Boutilier Point..... | Halifax..... | N.S | 32 | 65 | 18 | 75 | | |
| Bowell..... | Leeds..... | O | 18 | 00 | 18 | 75 | | |
| Bowell..... | Assa.-W..... | Alta | 47 | 00 | 18 | 75 | | |
| Bowen Island..... | Comox Atlin..... | B.C. | 49 | 10 | 18 | 75 | | |

a Opened 1-3-07. b Credit for new office not yet opened. c Opened 13-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|-----------------------------------|----------|---|---------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Bowesville..... | Russell..... | O | 85 50 | 31 50 | | |
| Bow Island..... | Alta..... | Alta | 43 71 | 21 00 | | |
| Bowling Green..... | Dufferin..... | O | 113 71 | 36 00 | | |
| Bown..... | Compton..... | Q | 41 50 | 22 50 | | |
| Bowood..... | Middlesex, N.R..... | O | 32 46 | 18 75 | | |
| Bowser Station..... | Halifax..... | N.S. | 25 50 | 15 75 | | |
| Box Alder..... | Thunder Bay & Rainy River..... | O | 31 19 | 18 75 | | |
| Boxall..... | Elgin, W.R..... | O | 24 27 | 18 75 | | |
| Box Grove..... | York, C.R..... | O | 49 80 | 29 00 | | |
| Boyd..... | Renfrew, N.R..... | O | 51 00 | 21 00 | | |
| Boyd's..... | Antigonishe..... | N.S. | 15 50 | 18 75 | | |
| Boyer..... | Bellechasse..... | Q | 34 00 | 18 75 | | |
| Boyle..... | Lincoln..... | O | 32 01 | 18 75 | | |
| Boyne..... | Halton..... | O | 30 45 | 18 75 | | |
| Boyne..... | Sunbury & Queen's..... | N.B. | 5 00 | 18 75 | | |
| Boyne Lake..... | Edmonton..... | Alta | 21 16 | 18 75 | | |
| Boynton..... | Stanstead..... | Q | 140 90 | 48 85 | 4 50 | 3 75 |
| Bracken..... | Mégantic..... | Q | 14 87 | 18 75 | | |
| Brackenrig..... | Muskoka..... | O | 26 45 | 18 75 | | |
| a Brackendale..... | Comax, Atlin..... | B.C. | 40 51 | 16 66 | | |
| Brackley Beach..... | Queen's..... | P.E.I. | 36 00 | 18 75 | | |
| Brackley Point..... | Queen's..... | P.E.I. | 19 48 | 18 75 | | |
| Brackley Point Road..... | Queen's..... | P.E.I. | 4 00 | 18 75 | | |
| Bradford..... | Prince..... | P.E.I. | 19 46 | 18 75 | | |
| Bradley..... | Bruce, S.R..... | O | 11 25 | 18 75 | | |
| Bradley Creek..... | Prescott..... | O | 16 00 | 18 75 | | |
| Bradshaw..... | Lambton, W.R..... | O | 66 23 | 40 00 | | 3 75 |
| Brae..... | Prince..... | P.E.I. | 43 75 | 21 00 | | |
| Braie Lake..... | Parry Sound..... | O | 6 00 | 18 75 | | |
| Braemar..... | Oxford, N.R..... | O | 117 75 | 49 50 | | 3 75 |
| Braenut..... | Carleton..... | N.B. | 5 30 | 18 75 | | |
| Branch La Have..... | Lunenburg..... | N.S. | 20 23 | 18 75 | | |
| Branchpath..... | Humboldt..... | Sask. | 33 43 | f 41 25 | | |
| Branchton..... | Waterloo, S.R..... | O | 141 32 | 58 50 | | 3 75 |
| Brandon Hills..... | Brandon..... | M | 26 13 | 18 75 | | |
| Brandy Creek..... | Norfolk..... | O | 22 20 | 18 75 | | |
| Bransfield..... | Northumberland..... | N.B. | 23 93 | 18 75 | | |
| Brant..... | Calgary..... | Alta | 286 05 | 70 50 | 2 25 | 7 50 |
| Brantville..... | Northumberland..... | N.B. | 9 20 | 18 75 | | |
| Brass Hill..... | Shelburne & Queen's..... | N.S. | 72 90 | 36 00 | | 3 75 |
| c Bratt Lake..... | Qu'Appelle..... | Sask. | 20 22 | 18 75 | | |
| Bray's Crossing..... | Russell..... | O | 12 50 | 18 75 | | |
| Brazil Lake..... | Yarmouth..... | N.S. | 69 67 | 30 00 | 2 25 | |
| Breadalbane..... | Glengarry..... | O | 17 50 | 18 75 | | |
| Breault Mill..... | Nicolet..... | Q | 23 00 | 18 75 | | |
| Breau Village..... | Kent..... | N.B. | 25 00 | 18 75 | | |
| Brèche à Manon..... | Gaspé..... | Q | 40 30 | 18 75 | | |
| Brechin..... | Nanaimo..... | B.C. | 100 32 | 18 75 | | |
| Bredenburg..... | Assa, East..... | Sask. | 56 55 | 18 75 | | |
| b Brennan Harbour..... | Algoma, E.R..... | Ont. | 76 70 | 18 20 | | |
| Brentha..... | Nipissing..... | O | 23 38 | 18 75 | | |
| Brenton..... | Yarmouth..... | N.S. | 21 00 | 18 75 | | |
| Brentwood..... | Simcoe, N.R..... | O | 111 90 | 37 50 | | 3 75 |
| Brentwood..... | Colchester..... | N.S. | 36 41 | 18 75 | | |
| Bresaylor..... | Sask..... | Sask. | 149 80 | 28 50 | | |
| Brewer's Mills..... | Frontenac..... | O | 111 66 | 45 00 | | 3 75 |

f Including \$15 night allowance.

a Opened 1-8-06. b Opened 9-7-06. c Opened 1-5-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------------|--|----------|---|---------|----------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | | |
| Brewer's Mills..... | York..... N.B. | 47 00 | 18 75 | | | |
| Brewster..... | Huron, S.R..... O | 19 41 | 18 75 | | | |
| Brice Hill..... | Grey, E.R..... O | 12 00 | 18 75 | | | |
| Brickley..... | Northumberland, E.E..... O | 60 75 | 25 50 | | | |
| Brickton..... | Annapolis..... N.S | 87 00 | 30 00 | | | |
| Bridge Creek..... | Portage la Prairie..... M | 15 00 | 18 75 | | | |
| Bridgedale..... | King's and Albert..... N.B | 17 50 | 18 75 | | | |
| Bridge-End..... | Glengarry..... O | 65 30 | 31 50 | | | |
| Bridge-north..... | Peterborough, W.R..... O | 172 52 | 76 00 | | | 7 50 |
| Bridgeport..... | Waterloo, N.R..... O | 260 00 | 76 50 | | | 7 50 |
| Bridgeville..... | Gaspé..... Q | 54 16 | 18 75 | | | |
| Briercrest..... | Assa, West..... Sask | 65 84 | 18 75 | | | |
| Brierwood..... | Brandon..... M | 25 00 | 19 50 | | | |
| Brigg's Corner..... | Sunbury & Queen's..... N.B | 41 70 | 18 75 | | | |
| Brigham..... | Brome..... Q | 182 12 | 97 50 | 8 25 | | 7 50 |
| Brighton..... | Digby..... N.S | 129 55 | 63 50 | | | 3 75 |
| Brightside..... | Lanark, N.R..... O | 17 95 | 18 75 | | | |
| a Brightview..... | Strathcona..... Alta | 29 60 | 4 16 | | | |
| Briley's Brook..... | Antigonish..... N.S | 21 21 | 18 75 | | | |
| Brimknan's Corners..... | Bruce, N.R..... O | 28 70 | 18 75 | | | |
| Brimley..... | Middlesex, N.R..... O | 126 20 | 66 00 | | | 6 25 |
| Brisbane..... | Wellington, S.R..... O | 29 50 | 18 75 | 3 75 | | |
| Brisco..... | Kootenay..... B.C | 52 32 | 18 75 | | | |
| Bristol..... | King's..... P.E.I | 102 32 | 45 00 | | | 3 75 |
| Bristol Mines..... | Pontiac..... Q | 64 66 | 24 00 | | | |
| Bristol Ridge..... | Pontiac..... Q | 59 90 | 27 00 | | | |
| Britainville..... | Algoma, E.R..... O | 12 25 | 18 75 | | | |
| Britannia..... | Peel..... O | 62 56 | 27 00 | | | |
| Britannia Bay..... | Carleton..... O | 160 80 | 51 00 | | | 3 75 |
| Britannia Mills..... | Bagot..... Q | 25 73 | 18 75 | | | |
| Briton Cove..... | North Cape Breton & Vic- toria..... N.S | 36 05 | 23 75 | | | |
| Britonville..... | Terrebonne..... Q | 17 00 | 18 75 | 2 25 | | |
| Britton..... | Perth, N.R..... O | 103 96 | 45 00 | | | 3 75 |
| Broadbent..... | Parry-Sound..... O | 52 00 | 29 00 | | | |
| Broad Cove (Lunenburg)..... | Lunenburg..... N.S | 61 78 | 25 50 | | | |
| Broad Cove Chapel..... | Inverness..... N.S | 30 56 | 18 75 | 2 25 | | |
| Broad Cove Marsh..... | Inverness..... N.S | 4 00 | 18 75 | | | |
| Broadlands..... | Bonaventure..... Q | 31 98 | 18 75 | 2 25 | | |
| Broadway..... | Pictou..... N.S | 20 50 | 18 75 | | | |
| Brock Road..... | Ontario, S.R..... O | 31 42 | 18 75 | | | |
| Brocksden..... | Perth, N.R..... O | 24 32 | 18 75 | | | |
| Brockton..... | Prince..... P.E.I | 5 25 | 18 75 | | | |
| Brockway..... | York..... N.B | 44 75 | 18 75 | | | |
| Brodeur..... | Rouville..... Q | 25 05 | 18 75 | | | |
| Brodhagen..... | Perth, S.R..... O | 125 58 | 46 50 | | | 3 75 |
| Brodie..... | Glengarry..... O | 64 71 | 27 00 | | | |
| Brokenhead..... | Selkirk..... M | 20 65 | 18 75 | | | |
| Broken Shell..... | Qu'Appelle..... Sask | 36 48 | 18 75 | | | |
| Brome Centre..... | Brome..... Q | 56 55 | 24 00 | | | |
| Bromley..... | Renfrew, N.R..... O | 43 40 | 18 75 | | | |
| Bromley Line..... | Renfrew, N.R..... O | 47 42 | 22 50 | | | |
| Brompton..... | Richmond and Wolfe..... Q | 23 61 | 18 75 | | | |
| Bronson..... | Hastings, E.R..... O | 22 00 | 18 75 | | | |
| Brookbury..... | Compton..... Q | 18 20 | 18 75 | | | |
| Brookdale..... | Cumberland..... N.S | 22 52 | 18 75 | | | |
| Brookdale..... | Labelle..... Q | 73 21 | 33 75 | | | 3 75 |
| Brooke..... | Lanark, S.R..... O | 58 03 | 21 00 | | | |

+ Including \$5 night allowance. a Opened 1-2-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|----------------------|---------------------------|----------|---|------|----------------------------|------|-------------------------|------|
| | | | § | cts. | § | cts. | § | cts. |
| Brookfield | Queen's.....P.E.I | 44 50 | 25 | 50 | | | | |
| Brookfield Station | Welland.....O | 254 28 | 85 | 00 | | | 7 | 50 |
| Brookholm | Grey, N.R.....O | 271 90 | 105 | 00 | 3 | 75 | 11 | 25 |
| Brookland | Pictou.....N.S | 12 25 | 18 | 75 | | | | |
| Brooklet | Huntingdon.....Q | 46 79 | 25 | 50 | | | | |
| Brooklyn | King's.....P.E.I | 27 45 | 18 | 75 | 0 | 75 | | |
| Brooklyn | Yarmouth.....N.S | 37 98 | 18 | 75 | | | | |
| Brooklyn Corner | King's.....N.S | 87 82 | 37 | 00 | | | 2 | 50 |
| Brooklyn Road | Westmoreland.....N.B | 20 00 | 18 | 75 | | | | |
| Brookside | Northumberland, W.R.O | 30 28 | 18 | 75 | | | | |
| Brookside | Halifax.....N.S | 8 50 | 6 | 25 | | | | |
| Brookside | Assa., East.....Sask | 34 75 | 18 | 75 | | | | |
| Brooks Station | Calgary.....Alta | 173 32 | 58 | 50 | | | 3 | 75 |
| Brookton | King's and Albert.....N.B | 4 25 | 18 | 75 | | | | |
| Brookvale | Sunbury & Queen's.....N.B | 17 55 | 18 | 75 | | | | |
| Brookvale | Halifax.....N.S | 24 50 | 18 | 75 | | | | |
| Brook Village | Inverness.....N.S | 112 63 | 45 | 00 | 12 | 00 | 3 | 75 |
| Brookville | Cumberland.....N.S | 26 60 | 18 | 75 | | | | |
| Brookville | Pictou.....N.S | 4 75 | 18 | 75 | | | | |
| Brookville | Carleton.....N.B | 13 00 | 18 | 75 | | | | |
| Brookville Station | St. John.....N.B | 270 50 | 100 | 50 | | | 11 | 25 |
| Broomhill | Souris.....M | 49 50 | 28 | 50 | | | | |
| a Brombury | Mackenzie.....Sask | 17 07 | 14 | 58 | | | | |
| Brophy's | Antigonishe.....N.S | 6 50 | 18 | 75 | | | | |
| Brosseau | Edmonton.....Alta | 73 89 | 18 | 75 | | | | |
| Brosseau Station | Laprarrie & Napierville.Q | 31 36 | 19 | 50 | | | | |
| Brotherston | Perth, N.R.....O | 1 00 | 18 | 75 | | | | |
| Broughdale | Middlesex, E.R.....O | 23 00 | 18 | 75 | | | | |
| Brouseville | Grenville.....O | 92 50 | 40 | 50 | | | 3 | 75 |
| Brown | Lisgar.....M | 30 00 | 18 | 75 | | | | |
| d Brownfield | Strathcona.....Alta | 10 00 | 2 | 08 | | | | |
| Brown Hill | York, N.R.....O | 134 45 | 56 | 25 | 2 | 25 | 3 | 75 |
| Brown Hill | Stanstead.....Q | 22 50 | 18 | 75 | | | | |
| Brownleigh Place | Drummond & Arthar'ka.Q | 21 48 | 18 | 75 | | | | |
| Brown's Brae | Muskoka.....O | 97 50 | 30 | 00 | | | | |
| Brown's Brook | Cumberland.....N.S | 26 40 | 18 | 75 | | | | |
| Brown's Corners | York, C.R.....O | 94 36 | 18 | 75 | | | | |
| Brown's Flats | King's & Albert.....N.B | 86 96 | 31 | 50 | | | | |
| Brown's Mountain | Antigonishe.....N.S | 3 00 | 18 | 75 | | | | |
| Brownville | Pictou.....N.S | 21 75 | 18 | 75 | | | | |
| Brownville | King's & Albert.....N.B | 14 00 | 18 | 75 | 7 | 50 | | |
| Bru | Souris.....M | 213 95 | 96 | 00 | | | 7 | 50 |
| Brud-nell | Renfrew, S.R.....O | 151 95 | 64 | 50 | | | 3 | 75 |
| Brud-nell | King's.....P.E.I | 21 00 | 18 | 75 | | | | |
| Bruderheim | Edmonton.....Alta | 78 79 | 22 | 50 | | | | |
| Brûle | Colchester.....N.S | 31 75 | 18 | 75 | | | | |
| Brûle Shore | Colchester.....N.S | 30 56 | 18 | 75 | | | | |
| Brunner | Perth, N.R.....O | 98 20 | 33 | 00 | | | 3 | 75 |
| Bruno | Humboldt.....Sask | 218 18 | 48 | 90 | | | 2 | 50 |
| Brunswick | Durham.....O | 22 56 | 18 | 75 | | | | |
| Brunkild | Macdonald.....M | 100 48 | 31 | 50 | | | | |
| Bruxelles | Macdonald.....M | 55 97 | 24 | 00 | | | | |
| Bryanston | Middlesex, E.R.....O | 92 60 | 42 | 00 | | | 3 | 75 |
| Brynton | Northumberland.....N.B | 85 00 | 33 | 00 | | | 3 | 75 |
| c Brymer | Victoria.....N.B | 7 75 | 14 | 83 | | | | |
| * Bryon Island | Gaspé.....Q | | 25 | 00 | | | | |
| Bryonville | Chateauguay.....Q | 62 00 | 30 | 00 | | | | |

a Opened 1-9-06. b Opened 1-12-06. c Closed 1-2-07. d Opened 1-3-07. † Including \$4.50 night allowance. †† Including \$6.40 night allowance. * Summer office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|----------------------|------------------------------------|----------|--------|---|------|----------------------------|------|-------------------------|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Buchanan | Renfrew, N.R. | O | 6 25 | 18 75 | | | | | |
| Buckfield | Shelburne & Queen's, N.S. | | 10 50 | 18 75 | | | | | |
| Buck Lake | Frontenac | O | 50 80 | 26 00 | | | | | |
| Buckland | Bellechasse | Q | 100 38 | 42 50 | | | | 3 75 | |
| Bucklaw | North Cape Breton & Victoria, N.S. | | 13 00 | †23 25 | | | | | |
| Buctouche Bay | Kent, N.B. | | 17 10 | 18 75 | | | | | |
| Budd Mills | Renfrew, N.R. | O | 27 18 | 18 75 | | | | | |
| Buffalo | Assa, West | Sask | 23 70 | 18 75 | | | | | |
| Buffalo Plains | Assa, East | Sask | 24 61 | 18 75 | | | | | |
| a Buffin | Qu'Appelle | Sask | 58 23 | 18 75 | | | | | |
| Buford | Strathcona | Alta | 44 60 | 18 75 | | | | | |
| Bulger | Renfrew, N.R. | O | 47 00 | 27 00 | | | | | |
| Buller | Victoria & Haliburton | O | 9 00 | 18 75 | | | | | |
| Bull-Moose Hill | King's & Albert | N.B | 10 00 | 18 75 | | | | | |
| Bullockville | Strathcona | Alta | 31 61 | 30 00 | | | | | |
| Bull's Creek | Carleton | N.B | 22 73 | 18 75 | | | | | |
| Bulstrode Station | Drum'd & Arthabaska | Q | 74 70 | 46 50 | | | | 3 75 | |
| Bulwer | Compton | Q | 145 78 | 51 00 | | | | †8 75 | |
| Bulyea | Assa, West | Sask | 250 32 | 58 50 | | | | 3 75 | |
| Bunclody | Souris | M | 25 70 | 18 75 | | | | | |
| Bunessan | Grey, S.R. | O | 47 50 | 25 50 | | | | | |
| Bunesville | Mackenzie | Sask | 23 89 | 18 75 | | | | | |
| Bungay | Queen's | P.E.I | 23 75 | 18 75 | | | | | |
| Bunyan | Lambton, W.R. | O | 58 04 | 25 50 | | | | | |
| Burden | York | N.B | 19 25 | 18 75 | | | | | |
| Bureau du Moulin | Bellechasse | Q | 40 00 | 18 75 | | 2 25 | | | |
| Burgess Mines | Hastings, E.R. | O | 23 16 | 18 75 | | | | | |
| Burgoyne | Bruce, N.R. | O | 112 94 | 54 50 | | | | 3 75 | |
| d Burke | Inverness | N.S | | 6 25 | | | | | |
| Burk's Corners | Labelle | Q | 23 95 | 18 75 | | | | | |
| Burleigh | Peterborough, E.R. | O | 28 15 | 18 75 | | | | | |
| Burleigh Falls | Peterborough, E.R. | O | 83 50 | 28 50 | | | | | |
| Burlington | Prince | P.E.I | 23 46 | 18 75 | | | | | |
| Burlington | King's | N.S | 33 39 | 18 75 | | 3 75 | | | |
| c Burnaby Lake | New Westminster | B.C | 136 00 | 67 50 | | | | 7 50 | |
| Burnaby | Welland | O | 75 42 | 66 50 | | | | 6 25 | |
| Burnbank | Marquette | M | 122 58 | 44 00 | | 2 25 | | 2 50 | |
| Burnbrae | Northumberland, E.R. | O | 31 25 | 18 75 | | 2 25 | | | |
| Burnhamthorpe | Peel | O | 100 33 | 40 50 | | | | 3 75 | |
| Burnhouse | Grey, N.R. | O | 19 94 | 18 75 | | | | | |
| Burnley | Northumberland, W.R.O | | 82 11 | 28 50 | | | | | |
| Burns | Perth, N.R. | O | 47 98 | 21 00 | | | | | |
| Burnside | Portage la Prairie | M | 171 64 | 96 00 | | 2 25 | | 7 50 | |
| Burnside | Pictou | N.S | 11 25 | 18 75 | | | | | |
| Burnside | Simcoe, E.R. | O | 8 00 | 18 75 | | | | | |
| Burnstown | Renfrew, S.R. | O | 94 50 | 39 00 | | 5 25 | | 3 75 | |
| Burnsville | Gloucester | N.B | 108 96 | 52 50 | | | | 3 75 | |
| Burntchurch | Northumberland | N.B | 136 51 | 48 00 | | | | 3 75 | |
| Burntcoat | Hants | | 17 87 | 18 75 | | | | | |
| Burnt Lake | Strathcona | Alta | 17 74 | 22 25 | | | | | |
| Burnt Land Brook | Victoria | N.B | 37 06 | 18 75 | | | | | |
| b Burquitlam | New Westminster | B.C | 21 50 | 12 50 | | | | | |
| Burr | Humboldt | Sask | 39 60 | 18 75 | | | | | |
| Burridge | Frontenac | O | 75 89 | 31 50 | | | | | |
| Burrills Siding | Three-R. & St Maurice | Q | 27 00 | 28 25 | | | | | |

†Including \$4.50 night allowance. ‡Including \$5 arrears rent.
 a Late Long Creek. b Opened 1-10-06. c Late Burnaby. d Closed 7-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|---------------------------|---|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Burriss..... | Thunder Bay and Rainy River.....O | 39 80 | 21 00 | | | |
| Burtch..... | Brantford.....O | 100 55 | 35 00 | | | 2 50 |
| Burton..... | Durham.....O | 18 78 | 18 75 | | | |
| Burton..... | Sunbury and Queen's N.B. | 28 01 | 18 75 | | | |
| Burton..... | Prince.....P.E.I | 21 24 | 18 75 | | | |
| Burton..... | Kootenay.....B.C | 172 14 | +43 39 | | | 3 75 |
| Burwell Road..... | Middlesex, W.R.....O | 33 00 | 21 00 | | | |
| Bury's Green..... | Victoria & Haliburton.O | 6 94 | 18 75 | | | |
| Bush Glen..... | Stormont.....O | 15 20 | 18 75 | | | |
| Bute..... | Megantic.....Q | 17 95 | 18 75 | | | |
| Butler..... | Sunbury & Queen's N.B. | 7 00 | 18 75 | | | |
| Butterton..... | Assa, West.....Sask | 17 50 | 18 75 | | | |
| Buttonville..... | York, C.R.....O | 84 98 | 54 00 | | | 3 75 |
| Buxton..... | Kent, W.R.....O | 144 29 | 56 25 | | | 3 75 |
| Byng..... | Haldimand.....O | 28 50 | 22 50 | | | |
| Byng Inlet North..... | Parry Sound.....O | 173 60 | 72 00 | | | 7 50 |
| Byrnedale..... | Essex, N.R.....O | | 18 75 | | | |
| Byrne's Road..... | King's.....P.E.I | 14 39 | 18 75 | | | |
| Byron..... | Middlesex, E.R.....O | 175 00 | 75 00 | | | 7 50 |
| C ABANE Ronde..... | L'Assomption.....Q | 20 24 | 18 75 | | | |
| Cable Head..... | King's.....P.E.I | 5 00 | 18 75 | | | |
| Cable Head West..... | King's.....P.E.I | 13 00 | 18 75 | | | |
| Cache Creek..... | Yale & Cariboo.....B.C | 75 00 | 37 50 | | | 3 75 |
| Cacouna Sud..... | Témiscouata.....Q | 5 30 | 25 00 | | | |
| Cad-rette..... | Nipissing.....O | 13 77 | 18 75 | | | |
| Cadmus..... | Durham.....O | 139 94 | 67 50 | | | 6 25 |
| Cadot..... | Montcalm.....Q | 43 50 | 20 25 | | | |
| Cæsarea..... | Durham.....O | 62 00 | 22 50 | | | |
| Cahilty..... | Yale & Cariboo.....B.C | 12 50 | 18 75 | | | |
| Cahore..... | Stormont.....O | 27 20 | 18 75 | | | |
| Cailmount..... | Assa, East.....Sask | 31 71 | 18 75 | | | |
| Cain's Mountain..... | North Cape Breton & Vic- toria.....N.S | 13 00 | 18 75 | | | |
| Cain's River..... | Northumberland.....N.B | 21 46 | 18 75 | 2 25 | | |
| Cainsville..... | Brant.....O | 239 50 | 73 50 | | | 7 50 |
| Caintown..... | Brockville.....O | 178 80 | 64 50 | 2 25 | | 3 75 |
| Cairngorn..... | Middlesex, W.R.....O | 53 31 | 28 50 | | | |
| Cairnside..... | Châteauguay.....Q | 64 40 | 27 00 | | | |
| Caistor Centre..... | Lincoln.....O | 104 47 | 33 00 | | | |
| Calder..... | Middlesex, W.R.....O | 8 25 | 18 75 | | | |
| Calderwood..... | Grey, S.R.....O | 72 75 | 38 00 | | | 2 50 |
| Caldwell..... | Peel.....O | 17 90 | 18 75 | | | |
| Caldwell..... | Pontiac.....Q | 102 65 | 36 00 | | | 3 75 |
| Caldwell..... | Alta.....Alta | 119 99 | 37 00 | | | 1 25 |
| Caldwell's Mills..... | Lanark, N.R.....O | 147 21 | 69 00 | | | 6 25 |
| Caledonia..... | Guy'sborough.....N.S | 71 95 | +40 50 | 2 25 | | |
| Caledonia..... | Queen's.....P.E.I | 66 71 | 30 00 | 1 25 | | |
| Caledonia Mills..... | Antigonish.....N.S | 17 00 | 18 75 | | | |
| Caledonia Settlement..... | King's & Albert.....N.B | 8 25 | 18 75 | | | |
| Calhoun..... | Westmoreland.....N.B | 92 25 | 36 00 | | | |
| California..... | Victoria.....N.B | 9 00 | 18 75 | | | |
| Calmar..... | Strathcona.....Alta | 73 15 | 39 00 | 6 00 | | 3 75 |
| Calmar..... | Megantic.....Q | 77 47 | 18 75 | | | |
| Calton..... | Elgin, E.R.....O | 87 99 | 39 00 | | | 3 75 |

† Including \$7.39 night allowance. ‡ Including \$9 night allowance. § Summer office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|-------------------------|-------------|---|----------------------------|-------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Calvert | Middlesex, W.R. | O 25 20 | 18 75 | | |
| Calvin | Nipissing | O 26 69 | 18 75 | | |
| αCall Mill | Brome | Que 13 00 | 6 25 | | |
| Camborne | Northumberland, W.R.O. | 47 50 | 28 50 | | |
| Cambria | Argenteuil | Q 60 50 | 27 00 | | |
| Cambridge | Russell | O 36 70 | 18 75 | | |
| Cambridge | Sunbury & Queen's, N.B. | 99 00 | 46 50 | 16 50 | 3 75 |
| Cambridge | Hants | 47 28 | 18 75 | | |
| Cambridge Road | King | P.E.I 23 55 | 18 75 | | |
| Camden | Colchester | N.S 20 73 | 18 75 | | |
| Camel Chute | Renfrew, S.R. | O 53 95 | 18 75 | | |
| Cameron | Victoria & Haliburton | O 129 12 | 48 00 | | 3 75 |
| Cameron's Mills | Kent | N.B 13 44 | 18 75 | | |
| Cameron Settlement | Guysborough | N.S 9 45 | 18 75 | | |
| Camilla | Dufferin | O 135 25 | 48 00 | 6 75 | 3 75 |
| Campania | Dufferin | O 8 30 | 18 75 | | |
| Campbell | Inverness | N.S 49 42 | 22 50 | | |
| Campbell Creek | Yale & Caribou | B.C 24 95 | 18 75 | | |
| αCampbell Lake | Strathcona | Alta 15 00 | 6 25 | | |
| Campbell Mountain | Inverness | N.S 11 25 | 18 75 | | |
| Campbell's Bay | Pontiac | Que 500 51 | 204 00 | 7 20 | 22 50 |
| Campbell's Corner | Megantic | Que 48 40 | 22 50 | | |
| Campbell's Cove | King's | P.E.I 25 00 | 18 75 | | |
| Campbell's Cross | Peel | O 78 98 | 33 75 | | 3 75 |
| Campbell Settlement | York | N.B 27 21 | 18 75 | | |
| Campbellton | Elgin, W.R. | O 41 82 | 18 75 | | |
| Campen | Lincoln | O 198 80 | 99 00 | | 7 50 |
| Camperdown | Grey, E.R. | O 78 69 | 40 50 | | 3 75 |
| Camperdown | Lunenburg | N.S 5 00 | 18 75 | | |
| Camperville | Marquette | M 200 80 | 43 50 | | 3 75 |
| Camp McKinney | Yale & Caribou | B.C 32 75 | 18 75 | | |
| Canaan | Yarmouth | N.S 5 00 | 18 75 | | |
| Canaan | King's | N.S 46 02 | 21 00 | | |
| Canaan | Russell | O 32 98 | 28 00 | | |
| Canaan Station | Westmoreland | N.B 43 57 | 21 00 | 15 00 | |
| Canada Creek | King's | N.S 27 43 | 18 75 | | |
| Canard | King's | N.S 95 40 | 48 00 | | 3 75 |
| Canard River | Essex, N.R. | O 39 50 | 22 50 | | |
| Canboro' | Haldimand | O 212 51 | 81 00 | | 7 50 |
| Cannamore | Stormont | O 105 58 | 46 50 | | 3 75 |
| Cannes | Richmond | N.S 95 30 | 37 50 | | 3 75 |
| Cannifton | Hastings, E.R. | O 171 65 | 68 00 | | 6 25 |
| Canning | Oxford, N. R. | O 30 75 | 18 75 | | |
| Canobie | Gloucester | N.B 11 00 | 18 75 | | |
| Canoe Cove | Queen's | P.E.I 24 66 | 18 75 | | |
| Canoe Lake | South Cape Breton | N.S 6 00 | 18 75 | | |
| Canous | Charlotte | N.B 10 20 | 18 75 | | |
| Cantal | Assa, East | Sask 35 55 | 18 75 | | |
| Cante | Temiscouata | Q 76 45 | 37 50 | | 3 75 |
| Canterbury | Compton | Q 17 00 | 18 75 | | |
| Cantin | Lévis | Q 20 98 | 18 75 | | |
| Cantley | Wright | Q 120 65 | 37 50 | 9 00 | 3 75 |
| Canton | Durham | O 86 05 | 39 00 | | 3 75 |
| Canton Taché | Chicoutimi & Saguenay | Q 43 20 | 18 75 | | |
| Canuta | Two Mountains | Q 16 00 | 18 75 | | |
| Canyon | Strathcona | Alta 28 00 | 24 25 | | |
| Cap à la Baleine | Rimouski | Q 15 00 | 127 75 | | |

α Opened 1-1-07.

ε Including \$18 night allowance.

† Including \$9 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|---------------------------|----------------------------------|-------------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Cap à l'Aigle | Charlevoix | Q 216 20 | +97 00 | 2 25 | 7 50 |
| Cap aux Corbeaux | Charlevoix | Q 8 08 | +27 75 | | |
| Cap au Renard | Gaspé | Q 17 25 | 18 75 | | |
| Cap aux os | Gaspé | Q 29 70 | 18 75 | | |
| Cap d'Espoir | Gaspé | Q 149 79 | 58 50 | | 3 75 |
| Cap des Rosiers | Gaspé | Q 30 08 | 22 25 | | |
| Cape Augnet | Richmond | N.S 14 25 | 18 75 | | |
| Cape Chin | Bruce, N.R. | O 25 98 | 18 75 | | |
| Cape Croker | Bruce, N.R. | O 18 30 | 18 75 | | |
| Cape Dauphin | N. Cape Breton & Vic- toria | N.S 15 98 | 18 75 | | |
| Cape de Moisselle Creek | King's & Albert | N.B 28 50 | 18 75 | | |
| Cape d'Or | Cumberland | N.S 250 90 | 31 50 | | 3 75 |
| Cape Egmont | Prince | P.E.I 12 46 | 18 75 | | |
| Cape Enrage | King's & Albert | N.B 14 95 | 18 75 | | |
| § Cape Fourchu | Yarmouth | N.S 61 00 | 25 00 | | |
| Cape George | Antigonishe | N.S 16 50 | 18 75 | | |
| Cape George Harbour | Richmond | N.S 12 29 | 18 75 | | |
| Cape Negro | Shelburne & Queen's | N.S 63 95 | 26 25 | 3 00 | |
| Cape Negro Island | Shelburne & Queen's | N.S 21 42 | 18 75 | | |
| Cape Rich | Grey, N.R. | O 9 50 | 18 75 | | |
| Cape Sable Island | Shelburne & Queen's | N.S 53 85 | 24 00 | | |
| Cape Sable Island, S side | Shelburne & Queen's | N.S 123 45 | 57 00 | | 3 75 |
| Cape Scott | Comox Atlin | B.C 29 25 | 18 75 | | |
| Cape Spear | Westmoreland | N.B 23 25 | 18 75 | | |
| Cape Station | King's & Albert | N.B 50 00 | 22 50 | | |
| Cape Tormentine | Westmoreland | N.B 100 45 | 37 50 | 3 00 | 3 75 |
| Cape Wolfe | Prince | P.E.I 34 25 | 18 75 | | |
| Cap La Ronde | Richmond | N.S 10 50 | 18 75 | | |
| Cap Rouge | Inverness | N.S 5 41 | 18 75 | | |
| Cap St Ignace, Station | Montmagny | Q 140 47 | 67 50 | | 7 50 |
| Cap St Martin | Laval | Q 27 05 | 18 75 | 9 00 | |
| Capstick | Nth. Cape Breton & Vic- toria | N.S 12 25 | 18 75 | | |
| Capucins | Rimouski | Q 57 48 | +25 75 | | |
| Carbon | Calgary | Alta 282 79 | 87 00 | | 7 50 |
| Carden | Victoria & Haliburton | O 11 50 | 18 75 | | |
| 1/4 Cardinal | Macdonald | Man 32 00 | 4 16 | | |
| Cardross | King's | P.E.I 8 75 | 18 75 | | |
| Carholme | Norfolk | O 43 12 | 21 00 | | |
| Cariboo Gold Mines | Halifax | N.S 32 00 | 60 00 | | 6 25 |
| Cariboo Island | Pictou | N.S 6 50 | 18 75 | | |
| Cariboo Islands | Chicoutimi & Saguenay | Q 11 25 | +31 25 | | |
| Cariboo Marsh | South Cape Breton | N.S 13 50 | 18 75 | | |
| Cariboo River | Pictou | N.S 18 50 | 18 75 | | |
| Carillon | Argenteuil | Q 230 50 | *166 00 | 22 50 | 7 50 |
| Carleton | Prince | P.E.I 39 00 | 21 00 | | |
| Carleton | Yarmouth | N.S 162 64 | 58 50 | 2 25 | 3 75 |
| Carleton Village | Shelburne & Queen's | N.S 10 00 | 18 75 | | |
| Carlin Corners | Argenteuil | Q 5 00 | 18 75 | | |
| Carling | Farry Sound | O 17 00 | 18 75 | | |
| Carlingford | Victoria | N.B 10 50 | 18 75 | | |
| Carlisle | Wentworth | O 152 80 | 61 50 | | 3 75 |
| Carlisle | Carleton | N.B 23 50 | 18 75 | | |
| Carlow | Huron, W.R. | O 106 68 | 48 75 | | 3 75 |
| Carlow | Carleton | N.B 19 05 | 18 75 | | |

‡ Including \$25 special salary allowance. † Including \$4.50 night allowance. †† Including \$12.50 night allowance, \$5 of which is arrears. * Including \$25 special salary allowance and \$45 night allowance. b Opened 1-2-07. § Summer Office. a Including \$9 night allowance.

APPENDIX D--Continued.

NON-ACCOUNTING Post Offices--Revenue, Salaries and Allowances--Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (Based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------|-------------------------|----------|---|----------------------------|-------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Carlowrie..... | Provencher.....M | 20 60 | 18 75 | | |
| Carlton..... | Sask.....Sask | 19 12 | 18 75 | | |
| Carluke..... | Wentworth.....O | 66 15 | 37 50 | | |
| Carlyon..... | Simcoe, E.R.....O | 18 16 | 18 75 | | |
| cCarmangay..... | Alberta.....Alta | 10 00 | 2 08 | | |
| Carmanville..... | Lemnox & Addington.O | 13 25 | 18 75 | | |
| Carmel..... | Northumberland, W.R.O | 10 00 | 18 75 | | |
| Carnel..... | Drum'nd & Arthabaska.Q | 154 17 | 78 75 | 7 50 | 7 50 |
| Carni..... | Yale & Caribou.....B.C | 5 45 | 18 75 | | |
| Carnuncock..... | Perth, S.R.....O | 21 16 | 18 75 | | |
| Carnegie..... | Brandon.....M | 159 36 | 63 75 | | 3 75 |
| Carnarvon..... | Victoria & Haliburton.O | 117 61 | 51 00 | | 3 75 |
| Carnoustie..... | Assa, East.....Sask | 18 34 | 18 75 | | |
| aCaron..... | Chicoutimi & Saguenay.Q | 10 00 | 14 58 | | |
| Caron Brook..... | Victoria.....N.B | 81 74 | 33 75 | 2 25 | 3 75 |
| Carpenter..... | Sunbury & Queen's, N.B | 23 73 | 18 75 | | |
| Carr..... | Parry Sound.....O | 11 68 | 18 75 | | |
| Carroll..... | Pontiac.....Q | 11 00 | 18 75 | | |
| Carroll's Corners..... | Halifax.....N.S | 19 00 | 18 75 | | |
| Carroll's Crossing..... | Northumberland.....N.B | 37 42 | 18 75 | | |
| Carr's Brook..... | Colchester.....N.S | 40 15 | 430 00 | | |
| dCarrot River..... | Humboldt.....Sask | 12 00 | 2 08 | | |
| Carrville..... | York, W.R.....O | 53 05 | 24 00 | | |
| Carson..... | Yale & Caribou.....B.C | 124 50 | 55 50 | | 3 75 |
| Carsonby..... | Carleton.....O | 70 62 | 27 00 | | |
| Carsonville..... | King's & Albert.....N.B | 10 45 | 18 75 | | |
| Carswell..... | Renfrew, S.R.....O | 43 00 | 21 00 | | |
| Carthage..... | Perth, N.R.....O | 86 50 | 40 50 | | 3 75 |
| Carter's Point..... | King's & Albert.....N.B | 21 75 | 18 75 | | |
| Carterton..... | Algoma, W.R.....O | 20 50 | 18 75 | | |
| Cartier..... | Beauharnois.....Q | 10 20 | 18 75 | 2 25 | |
| Cartierville..... | Jacques Cartier.....Q | 90 64 | 33 00 | | 3 75 |
| Carvell..... | Carleton.....N.B | 15 73 | 18 75 | | |
| Casault..... | Montmagny.....Q | 17 00 | 18 75 | | |
| Cascades..... | Wright.....Q | 116 00 | 45 00 | | 3 75 |
| Cascades Point..... | Soulanges.....Q | 158 36 | 52 50 | | 3 75 |
| Cashel..... | York, C.R.....O | 55 48 | 24 00 | | |
| Cashion's Glen..... | Glengarry.....O | 11 00 | 18 75 | | |
| Cashmere..... | Middlesex, W.R.....O | 27 39 | 19 50 | | |
| Cashtown..... | Simcoe, N.R.....O | 41 48 | 21 00 | | |
| Cass Bridge..... | Dundas.....O | 99 20 | 31 50 | | |
| Cassburn..... | Prescott.....O | 45 06 | 21 00 | | |
| Cassel..... | Oxford, N.R.....O | 128 22 | 42 00 | | 3 75 |
| Cassilis..... | Northumberland.....N.B | 32 28 | 18 75 | | |
| Cassville..... | Stanstead.....Q | 21 90 | 18 75 | | |
| Castalia..... | Charlotte.....N.B | 88 50 | 34 50 | | 3 75 |
| Castaway..... | Sunbury & Queen's, N.B | 5 53 | 18 75 | | |
| Castile..... | Renfrew, N.R.....O | 10 25 | 18 75 | | |
| Castleavery..... | Marquette.....M | 18 16 | 18 75 | | |
| b Castle Bay..... | N. Cape B. & Vic., N.S | 25 91 | 18 75 | | |
| Castlebar..... | Drum'nd & Arthabaska,Q | 30 00 | | | |
| Castleberg..... | Peel.....O | 68 00 | 31 50 | | |
| Castleford..... | Renfrew, S.R.....O | 69 19 | 22 50 | | |
| Castleford Station..... | Renfrew, S.R.....O | 68 10 | 24 00 | 9 00 | |
| Castlegar..... | Kootenay.....B.C | 145 05 | 48 00 | | 3 75 |
| Castlemore..... | Peel.....O | 51 19 | 21 00 | | |
| Castlereagh..... | Colchester.....N.S. | 14 15 | 18 75 | | |

c Opened 1-3-07. a Opened 1-9-06. b Late Amagnadus Pond. d Opened 1-3-07. + Including \$7.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|----------------------------|---------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Catalone..... | South Cape Breton...N.S | 9 00 | 18 75 | 6 00 | |
| Catalone Gut..... | South Cape Breton...N.S | 13 50 | 18 75 | | |
| Catalone Road..... | South Cape Breton...N.S | 12 00 | 18 75 | | |
| Catareact..... | Peel.....O | 67 93 | 45 00 | | 3 75 |
| Catchacoma..... | Peterborough, W.R...O | 92 48 | 21 00 | | |
| Cateville..... | Assa. East.....Sask | 13 75 | 18 75 | 2 25 | |
| Cathcart..... | Brant.....O | 174 23 | 70 50 | | 7 50 |
| Caughnawaga..... | Laprairie & Napierville,Q | 290 31 | 111 00 | | 11 25 |
| à Cavalier..... | Sask.....Sask | 15 16 | 19 41 | | |
| Cavan..... | Durham.....O | 157 36 | 69 00 | | 6 25 |
| Cavendish..... | Queen's.....P.E.I | 53 40 | 24 00 | | |
| Cavignac..... | Bagot.....Q | 30 95 | 18 75 | | |
| Cawood..... | Pontiac.....Q | 22 18 | 18 75 | | |
| Caxton..... | Three R. & St.Maurice,Q | 7 00 | 18 75 | | |
| Cazaville..... | Huntingdon.....Q | 193 32 | 86 25 | | 7 50 |
| Cecelue..... | Parry Sound.....O | 27 10 | 18 75 | | |
| Cecil..... | Humboldt.....Sask | 40 14 | 18 75 | 3 00 | |
| Cedar..... | Nanaimo.....B.C | 11 90 | 18 75 | | |
| Cedar Bridge..... | Leeds.....O | 6 00 | 18 75 | | |
| Cedar Camp..... | King's & Albert...N.B | 3 00 | 18 75 | | |
| Cedar Grove..... | York, C.R.....O | 86 19 | 39 00 | | 3 75 |
| Cedar Hill..... | Lanark, N.R.....O | 34 29 | 18 75 | | |
| Cedar Lake..... | Digby.....N.S | 33 90 | 18 75 | | |
| Cedar Lake..... | Mackenzie.....Sask. | 24 55 | 18 75 | | |
| Cedar Mills..... | Peel.....O | 10 00 | 18 75 | | |
| Cedars Station..... | Soulanges.....Q | 24 00 | 18 75 | | |
| Cedoux..... | Qu'Appelle.....Sask | 11 50 | 18 75 | | |
| Centennial..... | Inverness.....N.S | 15 50 | 18 75 | | |
| Central..... | Frontenac.....O | 7 00 | 18 75 | | |
| Central Argyle..... | Yarmouth.....N.S | 72 00 | 43 50 | | 3 75 |
| Central Bedeque..... | Prince.....P.E.I | 156 80 | 54 00 | 3 00 | 3 75 |
| Central Blissville..... | Sunbury & Queen's...N.B | 109 76 | 43 50 | | 3 75 |
| Central Cambridge..... | Sunbury & Queen's...N.B | 18 83 | 18 75 | | |
| Central Chebogue..... | Yarmouth.....N.S | 34 75 | 18 75 | | |
| Central Clarence..... | Annapolis.....N.S | 59 34 | 30 00 | | |
| Central Grove..... | Digby.....N.S | 26 75 | 24 75 | | |
| Central Hampstead..... | Sunbury & Queen's...N.B | 89 40 | 39 00 | 3 75 | 3 75 |
| Central Haynesville..... | York.....N.B | 18 88 | 18 75 | | |
| Central Keswick-Ridge..... | York.....N.B | 15 80 | 18 75 | | |
| Central Kingslear..... | York.....N.B | 38 20 | 18 75 | | |
| Central New-Annan..... | Colchester.....N.S | 52 68 | 18 75 | | |
| Central North-River..... | Colchester.....N.S | 11 75 | 18 75 | | |
| Central Norton..... | King's & Albert...N.B | 12 60 | 18 75 | | |
| Central Onslow..... | Colchester.....N.S | 65 00 | 27 00 | | |
| Central Waterville..... | York.....N.B | 18 66 | 18 75 | | |
| Central Wood Harbour..... | Shelburne & Queen's...N.S | 21 53 | 18 75 | | |
| Centre Acadie..... | Kent.....N.B | 22 75 | 18 75 | | |
| Centre Augusta..... | Greenville.....O | 9 35 | 18 47 | | |
| Centre Nappan..... | Northumberland...N.B | 10 00 | | | |
| Centredale..... | Pictou.....N.S | 13 07 | 18 75 | | |
| Centre Dummer..... | Peterboro, E.R...O | 16 06 | 18 75 | | |
| Centre Hampton..... | King's & Albert...N.B | 11 00 | 18 75 | | |
| Centre Musquodoboit..... | Halifax.....N.S | 99 26 | 29 00 | | 3 75 |
| Centreton..... | Northumberland, W.R.O | 123 60 | 60 00 | | 3 75 |
| Centreton..... | King's & Albert...N.B | 4 25 | 18 75 | | |
| Centre Village..... | Westmoreland...N.B | 10 00 | 18 75 | | |
| Centreville..... | Digby.....N.S | 207 05 | 99 06 | | 7 50 |
| Centreville East..... | Inverness.....N.S | 24 50 | 18 75 | | |

a Late Calvinton; opened 1-11-'06. † Including \$6 night allowance. c Credit for new office not yet opened.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|---------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Chacoura | Maskinonge | 7 25 | 18 75 | | |
| Chaffey's Locks | Leeds | 274 71 | 120 00 | | 11 25 |
| Chailley | Strathcona | 7 00 | 2 08 | | |
| Chamberlain | Assa. West | 248 24 | 55 50 | | 3 75 |
| Chambers | Lennox & Addington | 33 00 | 18 75 | | |
| Chambers Settlement | King's & Albert | 0 10 | 18 75 | | |
| Chambord | Victoria | 27 50 | 18 75 | | |
| Chambord Junction | Chicoutimi & Saguenay | 146 70 | 52 50 | | 3 75 |
| Champigny | Quebec | 65 10 | 30 00 | | |
| Chance Harbour | St. John | 46 63 | 18 75 | | |
| Chance Harbour | Pictou | 7 20 | 18 75 | | |
| Chandonnet | Megantic | 18 95 | 18 75 | | |
| Chandos | Peterborough, E.R. | 21 30 | 18 75 | | |
| Channell | Brome | 47 25 | 18 75 | | |
| Chantelle | Montcalm | 5 00 | 18 75 | | |
| Chantler | Welland | 78 46 | 33 00 | | |
| Chantry | Leeds | 106 54 | 63 75 | | 3 75 |
| Chaplin | Assa. East | 67 00 | | | |
| Chaplin | Halifax | 14 50 | 18 75 | | |
| Chapman | Hastings, E.R. | 40 18 | 25 50 | | |
| Chapman | Westmoreland | 35 73 | 18 75 | | |
| Chapman Settlement | Cumberland | 27 73 | 18 75 | | |
| Chard | Prescott | 30 98 | 18 75 | | |
| Chapple | Thunder Bay & Rainy-River | 12 50 | 18 75 | | |
| Charlecote | Durham | 35 00 | 18 75 | | |
| Charlemont | Lambton, W.R. | 10 25 | 22 50 | | |
| Charlesbourg West | Quebec | 33 45 | 18 75 | | |
| Charleston | Brockville | 108 25 | 39 00 | | 3 75 |
| Charleston | Carlton | 0 50 | 18 75 | | |
| Charleston | Shelburne & Queen's | 15 98 | 18 75 | | |
| Charleville | Greenville | 21 00 | 18 75 | | |
| Charles Cove | Guy'sborough | 49 50 | 21 00 | | |
| Charlo Station | Restigouche | 182 45 | 78 00 | 3 75 | 7 50 |
| Charnwood | King's | 11 00 | 18 75 | | |
| Charrington | Compton | 6 75 | 18 75 | | |
| Charteris | Pontiac | 46 17 | 22 50 | 6 00 | |
| Charter-ville | Westmoreland | 5 25 | 18 75 | | |
| Chartrand | Russell | 34 00 | 18 75 | | |
| Chase Corners | Peterboro, E.R. | 38 03 | 31 50 | | |
| Chaswood | Halifax | 83 55 | 39 00 | | 3 75 |
| Chatboro' | Argenteuil | 12 50 | 18 75 | | |
| Chater | Brandon | 99 05 | 61 50 | | 5 75 |
| Chatfield | Dauphin | 35 85 | 18 75 | 0 50 | |
| Chatillon | Yamaska | 56 09 | 18 75 | | |
| Chatterton | Hastings, W.R. | 38 15 | 18 75 | | |
| Chaudiere Basin | Levis | 31 23 | 37 50 | | 2 50 |
| Chaudiere Mills | Levis | 171 68 | 63 00 | | 3 75 |
| Chaudiere Station | Levis | 78 56 | 18 75 | | |
| Chaumont | Lotbiniere | 24 20 | 18 75 | | |
| Cheadle | Calgary | 79 80 | 43 50 | | 3 75 |
| Cheam | New Westminster | 27 00 | 18 75 | | |
| Chebogue Point | Yarmouth | 24 00 | 18 75 | | |
| Ceddar | Victoria & Haliburton | 19 25 | 18 75 | | |
| Cedoke | Wentworth | 34 00 | 18 75 | | |
| Cheggogin | Yarmouth | 40 50 | 18 75 | | |
| Chellwood | Sask. | 54 00 | 24 00 | | |
| Chelmsford | Northumberland | 49 46 | 21 00 | | |

b Opened 1-3-07. c Credit for New office not yet opened.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|--------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Chelsea | Lunenburg..... N.S | 23 95 | 18 75 | | |
| Chelsea Green | Middlesex, E.R..... O | 52 20 | 37 50 | | |
| Chelton | Prince..... P.E.I | 15 20 | 18 75 | | |
| Chemical Road | King's & Albert..... N.B | 13 00 | 18 75 | | |
| Chemin Taché | Témiscouata..... Q | 123 00 | 54 00 | | 3 75 |
| Cheney Settlement | King's & Albert..... N.B | 2 75 | 18 75 | | |
| Cheney Station | Russell..... O | 55 39 | 24 00 | | |
| Chenier | Wright..... Q | 16 25 | 18 75 | | |
| Chepstow | King's..... P.E.I | 9 00 | 18 75 | | |
| Chepstow | Bruce, S.R..... O | 157 98 | 78 75 | | 7 50 |
| Chering | Qu'Appelle..... Sask | 22 00 | 18 75 | | |
| Cherryfield | Lunenburg..... N.S | 30 00 | 18 75 | 2 25 | |
| Cherryfield | Westmoreland..... N.B | 9 25 | 18 75 | | |
| Cherry Grove | King's..... P.E.I | 12 00 | 18 75 | | |
| Cherry Grove | Middlesex, E.R..... O | 20 23 | 18 75 | | |
| Cherry Hill | Lunenburg..... N.S | 36 25 | 18 75 | | |
| Cherry Hill | King's..... P.E.I | 10 00 | 18 75 | | |
| Cherry River | Sherbrook..... Q | 47 00 | 18 75 | | |
| Cherry Vale | Sunbury & Queen's, N.B | 24 75 | 18 75 | | |
| Cherry Valley | Prince Edward..... O | 139 20 | 69 00 | | 7 50 |
| Cherry Valley | Queen's..... P.E.I | 40 00 | 21 00 | 5 25 | |
| Cherry Valley South | Queen's..... P.E.I | 15 80 | 18 75 | | |
| Cherrywood | Ontario, S.R..... O | 85 19 | 34 50 | | 3 75 |
| Chester | Carleton..... N.B | 12 50 | 18 75 | | |
| Chesterfield | Oxford, N.R..... O | 256 19 | 96 00 | | 7 50 |
| Chester Grant | Lunenburg..... N.S | 20 12 | 18 75 | | |
| Chester North | Drum'nd & Arthabaska Q | 6 00 | 18 75 | | |
| Chesterworld | Strathcona..... Alta | 61 78 | 22 50 | | |
| Chéticamp | Inverness..... N.S | 10 08 | 18 75 | | |
| Chezaut | Yale & Caribou..... B.C | 7 47 | 18 75 | | |
| Chichester | Pontiac..... Q | 57 94 | 37 50 | 2 25 | 3 75 |
| Chickney | Qu'Appelle..... Sask | 11 00 | 41 25 | | 2 50 |
| Chicot | Berthier..... Q | 131 86 | 58 50 | | 3 75 |
| Chigwell | Strathcona..... Alta | 94 63 | 18 75 | † 13 75 | |
| Chilcote | Yale & Caribou..... B.C | 60 25 | 55 50 | | 3 75 |
| Chimney Corner | Inverness..... N.S | 9 65 | 18 75 | | |
| China Creek | Kootenay..... B.C | 48 19 | 18 75 | | |
| China Point | Queen's..... P.E.I | 15 33 | 18 75 | | |
| Chipman | Edmonton..... Alta | 172 34 | † 44 08 | 20 82 | 2 50 |
| Chipman's Brook | King's..... N.S | 5 00 | 18 75 | | |
| Chipman's Corners | King's..... N.S | 24 75 | 18 75 | | |
| Chippawa Hill | Bruce, N.R..... O | 67 50 | 33 00 | | |
| Chislehurst | Huron, S.R..... O | 58 12 | 25 50 | | |
| Chisholm | Prince Edward..... O | 55 60 | 31 50 | | |
| Chiswick | Nipissing..... O | 12 00 | 18 75 | | |
| Chlorydormes | Gaspé..... Q | 42 58 | † 39 00 | | |
| Chocolate Cove | Charlotte..... N.B | 25 00 | 18 75 | | |
| Chortitz | Provencher..... M | 69 79 | 27 00 | | |
| Christian Island | Muskoka..... O | 52 75 | 21 00 | | |
| Christies | York..... N.B | 18 75 | 18 75 | | |
| Christieville | Argenteuil..... Q | 50 35 | 25 50 | | |
| Christina | Middlesex, W.R..... O | 40 82 | 21 00 | | |
| Christy's Lake | Lanark, S.R..... O | 26 90 | 18 75 | | |
| Chrysofile | Richmond & Wolfe..... Q | 62 50 | 18 75 | | |
| Church Hill | King's & Albert..... N.B | 18 00 | 18 75 | | |
| Churchill | Prince..... P.E.I | 12 10 | 18 75 | 3 75 | |
| Church Over | Shelburne & Queen's, N.S | 33 50 | 21 00 | | |

† Including \$12 night allowance. ‡ Including \$2.50 arrears forward. †† Including \$9.58 night allowance.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|------------------------------|--------------------------|----------|---|---------|----------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | | |
| Church Street..... | King's..... N.S | 134 47 | 48 00 | | | 3 75 |
| Churchville..... | Peel..... O | 60 30 | 26 25 | | | |
| Churchville..... | Pictou..... N.S | 20 73 | 18 75 | | | |
| Chute aux Bleuets..... | Labelle..... Q | 61 33 | 18 75 | | | |
| Chutes Peribonka..... | Chicoutimi & Saguenay Q | 20 26 | 18 75 | | | |
| Chute Ste. Ursule..... | Maskinongé..... Q | 14 50 | 18 75 | | | |
| City View..... | Carleton..... O | 102 81 | 41 35 | | | 3 75 |
| Clachan..... | Kent, E.R..... O | 172 80 | 75 00 | | | 7 50 |
| Clair..... | Humboldt..... Sask | 87 93 | * 35 28 | | | |
| Clairvaux de Bagot..... | Bagot..... Q | 63 75 | 30 00 | | | |
| Clairvaux de Charlevoix..... | Charlevoix..... Q | 16 12 | 18 75 | | | |
| Clairville..... | Kent..... N.B | 25 25 | 18 75 | | | |
| Clam Bay..... | Halifax..... N.S | 12 75 | 18 75 | | | |
| Clam Harbour..... | Halifax..... N.S | 86 37 | 39 00 | | | 3 75 |
| Clam Point..... | Shelburne & Queen's N.S | 9 00 | 18 75 | | | |
| Clanbrassil..... | Haldimand..... O | 108 40 | 51 00 | | | 3 75 |
| Clandeboye..... | Selkirk..... M | 67 05 | 27 00 | 6 00 | | |
| Clanricarde..... | Peterborough, E.R..... O | 18 25 | 18 75 | | | |
| Clapham..... | Mégantic..... Q | 22 50 | 18 75 | 3 75 | | |
| Clappison's-Corners..... | Wentworth..... O | 22 00 | 18 75 | | | |
| Clare..... | Wellington, N.R..... O | 9 75 | 20 12 | | | |
| Claremont..... | Cumberland..... N.S | 18 90 | 18 75 | | | |
| Clarendon Station..... | Frontenac..... O | 94 44 | 52 50 | | | 3 75 |
| Clarendon Station..... | Sunbury & Queen's N.B | 81 70 | 31 50 | | | |
| Clareview..... | Lennox & Addington O | 12 25 | 18 75 | | | |
| Clarina..... | Peterborough, E.R..... O | 34 75 | 18 75 | | | |
| Clarkleigh..... | Dauphin..... M | 23 18 | 21 00 | 15 00 | | |
| Clark's Corners..... | Sunbury & Queen's N.B | 16 35 | 18 75 | | | |
| Clark's Crossing..... | Sask..... Sask | 25 00 | 18 75 | | | |
| Clark's Road..... | South Cape Breton N.S | 7 50 | 18 75 | | | |
| Clarksville..... | Hants..... N.S | 100 05 | 26 25 | | | |
| Clarktown..... | Queen..... P.E.I | 14 73 | 18 75 | | | |
| Clarkstown..... | Russell..... O | 0 30 | 20 25 | | | |
| Clarkville..... | York..... N.B | 8 65 | 18 75 | | | |
| dClarkville..... | Edmonton..... Alta | 8 00 | 2 68 | | | |
| Claude..... | Peel..... O | 89 50 | 33 00 | | | |
| Claverhouse..... | Inverness..... N.S | 8 80 | 18 75 | | | |
| Clavering..... | Grey, N.R..... O | 104 09 | 49 50 | | | 3 75 |
| Claxton..... | Comox-Atlin..... B.C | 38 94 | 32 00 | | | |
| Clay Bank..... | Renfrew, S.R..... O | 43 50 | 18 75 | | | |
| Clayton..... | New Westminster... B.C | 60 96 | 42 00 | | | 3 75 |
| Clear Lake..... | Muskoka..... O | 88 90 | 31 50 | | | |
| Clearland..... | Lunenburg..... N.S | 4 00 | 18 75 | | | |
| Clear Springs..... | King's..... P.E.I | 12 00 | 18 75 | | | |
| Clear Springs..... | Provencher..... M | 54 65 | 25 25 | | | |
| Clear View..... | Carleton..... N.B | 35 70 | 21 00 | | | |
| Clearville..... | Kent, E.R..... O | 59 45 | 22 50 | | | |
| Cleland Corners..... | Yarmouth..... N.S | 13 75 | 18 75 | | | |
| Clement..... | Wright..... Q | 22 63 | 18 75 | | | |
| Clermont..... | Prince..... P.E.I | 8 40 | 18 75 | | | |
| Clevalands..... | King's & Albert... N.B | 11 25 | 18 75 | | | |
| Clifton..... | Gloucester..... N.B | 63 78 | 31 00 | 2 25 | | 2 50 |
| Clifton..... | Colechester..... N.S | 20 05 | 18 75 | | | |
| Clinch's Mills..... | St. John..... N.B | 62 75 | 25 50 | 3 75 | | |
| Clinton..... | Queen's..... P.E.I | 33 75 | 18 75 | | | |
| Clones..... | Sunbury & Queen's N.B | 18 50 | 18 75 | | | |
| Clontarf..... | Renfrew, S.R..... O | 28 75 | 18 75 | | | |
| Cloudslee..... | Algoma, E.R..... O | 17 80 | 18 75 | | | |

* Including \$16.53 night allowances, \$1.53 of which is arrears. d Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Clover Bar | Edmonton..... Alta | 99 79 | 43 50 | | 3 75 |
| Cloverdale | Colchester..... N.S | 8 00 | 18 75 | | |
| Cloverdale East | Carleton..... N.B | 14 75 | 18 75 | | |
| Cloverdale | Carleton..... N.B | 33 30 | 18 75 | | |
| Clover Hill | King's & Albert..... N.B | 35 25 | 18 75 | | |
| Clover Valley | Bruce, S.R..... O | 9 24 | 18 75 | | |
| Clover Valley | New Westminster..... B.C | 12 48 | 18 75 | | |
| Cloverville | Antigonishe..... N.S | 1 00 | 18 75 | | |
| Club Landing | Kootenay..... B.C | 37 50 | 18 75 | | |
| Clumber | Assa, East..... Sask | 18 51 | 18 75 | | |
| Clyde | Wentworth..... O | 49 00 | 27 00 | | |
| aClyde | Edmonton..... Alta | 25 00 | 16 66 | | |
| Clyde River | Queen's..... P.E.I | 35 00 | 18 75 | | |
| Clyde's Corners | Huntingdon..... Q | 22 75 | 18 75 | | |
| Clydesdale | Peterborough, E.R..... O | 45 10 | 25 50 | | |
| Clyde Station | Queen's..... P.E.I | 8 00 | 18 75 | | |
| Clydesdale | Colchester..... N.S | 11 01 | 18 75 | | |
| Coady Settlement | Inverness..... N.S | 1 25 | 18 75 | | |
| Coal Banks | Strathcona..... Alta | 32 39 | 18 75 | | |
| Coal Branch Station | Kent..... N.B | 93 25 | 46 50 | 5 75 | 3 75 |
| Coalburn | Pictou..... N.S | 48 00 | 30 50 | | 1 25 |
| Coal Creek | Sunbury & Queen's..... N.B | 63 66 | 27 00 | 3 75 | |
| Coal Mines | Sunbury & Queen's..... N.B | 6 20 | 18 75 | | |
| Coates' Mills | Kent..... N.B | 28 25 | 18 75 | 2 25 | |
| Cobble Hill | Middlesex, E.R..... O | 16 00 | 18 75 | | |
| Coburn | York..... N.B | 100 17 | 37 50 | | 3 75 |
| bCoburn | Nanaimo..... B.C | 109 50 | 26 08 | | |
| Cocagne Cape | Kent..... N.B | 18 69 | 18 75 | | |
| Cochran's Lake | South Cape Breton..... N.S | 10 50 | 18 75 | | |
| Coddle's Harbour | Guysborough..... N.S | 11 50 | 18 75 | | |
| Coffey's Corners | Huntingdon..... Q | 18 41 | 18 75 | 3 00 | |
| Coffin-croft | Shelburne & Queen's..... N.S | 15 00 | 18 75 | | |
| Cognagun River | Hants..... N.S | 23 98 | 18 75 | | |
| Colbeck | Dufferin..... O | 36 36 | 31 00 | | |
| Colbert | Portneuf..... Q | 11 63 | 18 75 | | |
| Colchester | Essex, S.R..... O | 128 58 | 45 00 | | 3 75 |
| Cold Springs | Dauphin..... M | 25 95 | 18 75 | | |
| Cold Springs | Northumberland, W.R..... O | 147 13 | 65 00 | | 6 25 |
| Coldstream | Colchester..... N.S | 10 00 | 18 75 | | |
| Coldstream East | Carleton..... N.B | 12 46 | 18 75 | | |
| Colebrook | Lennox & Addington..... O | 246 11 | 70 50 | | 7 50 |
| Cole Harbour | Guysborough..... N.S | 104 03 | 27 00 | | |
| Cole Harbour Road | Halifax..... N.S | 3 00 | 18 75 | | |
| Cole Lake | Frontenac..... O | 47 95 | 18 75 | | |
| Coleman Corner | King's & Albert..... N.B | 6 00 | 18 75 | | |
| Coleenso | Grey, N.R..... O | 5 00 | 18 75 | | |
| Cole-raine | Peel..... O | 45 15 | 24 00 | | |
| Cole-raine Station | Megantic..... Q | 133 25 | 39 00 | | 3 75 |
| Coleridge | Assa, West..... Alta | 40 00 | 24 00 | | |
| Cole's Island | Sunbury & Queen's..... N.B | 75 49 | 42 00 | 3 75 | 2 50 |
| Colgan | Simcoe, S.R..... O | 48 50 | 26 25 | | |
| Colnville | Lanibton, W.R..... O | 39 73 | 24 75 | | |
| College Bridge | Westmoreland..... N.B | 115 08 | 58 00 | | 3 75 |
| College Grant | Antigonishe..... N.S | 10 25 | 18 75 | | |
| Collegeville | Antigonishe..... N.S | 19 05 | 18 75 | | |
| Collette | Northumberland..... N.B | 16 00 | 18 75 | | |
| Colfield | Pontiac..... Q | 23 40 | 18 75 | | |
| Collin's Inlet | Algoa, E.R..... O | 195 00 | 101 25 | | 1 25 |

a Opened 1-8-06.

b Opened 1-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|-----------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year.) | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Colpitts..... | King's & Albert.....N.B | 21 50 | 18 75 | | |
| Colquhoun..... | Dundas.....O | 28 75 | 18 75 | | |
| Colquitz..... | Nanaimo.....B.C | 123 72 | 40 50 | | 3 75 |
| Colwell..... | Simcoe, S.R.....O | 34 41 | 18 75 | | |
| Colwood..... | Nanaimo.....B.C | 31 00 | 18 75 | | |
| Comeau's Hill..... | Yarmouth.....N.S | 13 00 | 18 75 | | |
| Comeauville..... | Digby.....N.S | 92 28 | 31 50 | | |
| Comet..... | Essex, S.R.....O | 26 03 | 18 75 | | |
| Comin's Mills..... | Compton.....Q | 13 65 | 18 75 | | |
| Commenda..... | Parry Sound.....O | 123 78 | 42 50 | 8 25 | 3 75 |
| Commercial Cross..... | King's.....P.E.I | 45 00 | 18 75 | | |
| Compton Station..... | Compton.....Q | 189 20 | 46 50 | | 3 75 |
| Conboyville..... | Brant.....O | 15 00 | 18 75 | | |
| Concession..... | Digby.....N.S | 100 32 | 36 00 | | 3 75 |
| Concord..... | Pictou.....N.S | 12 25 | 18 75 | | |
| Concord..... | York, C.R.....O | 111 85 | 51 00 | | 3 75 |
| Condon Settlement..... | King's.....N.S | 7 00 | 18 75 | | |
| Coningsby..... | Wellington, S.R.....O | 22 61 | 18 75 | | |
| Conjuring Creek..... | Strathcona.....Alta | 45 92 | 25 50 | | |
| Connaught..... | Dundas.....O | 31 50 | 18 75 | | |
| Connell..... | Carleton.....N.B | 38 84 | 18 75 | | |
| Connor..... | Simcoe, S.R.....O | 92 40 | 49 50 | | 3 75 |
| Connor..... | Victoria.....N.B | 153 88 | 57 00 | | 3 75 |
| Conn's Mills..... | Cumberland.....N.S | 48 31 | 22 50 | | |
| Conover..... | Dufferin.....O | 18 48 | 18 75 | | |
| Conquerall Banks..... | Lunenburg.....N.S | 40 00 | 18 75 | | |
| Conquerall Mills..... | Lunenburg.....N.S | 26 50 | 18 75 | | |
| Conroy..... | Perth, S.R.....O | 7 50 | 18 75 | | |
| Constance..... | Huron, W.R.....O | 141 00 | 52 50 | | 3 75 |
| Conway..... | Lennox & Addington.....O | 92 20 | 48 00 | | 3 75 |
| Conway Station..... | Prince.....P.E.I. | 55 34 | 33 00 | | |
| Coocococaché..... | Champlain.....Q | 40 95 | 18 75 | | |
| Cooking Lake..... | Strathcona.....Alta | 37 00 | 18 75 | | |
| Cook's Brook..... | Halifax.....N.S | 35 50 | 21 00 | | |
| Cook's Cove..... | Guysborough.....N.S | 30 11 | 18 75 | | |
| Cook's-Creek..... | Selkirk.....M | 58 05 | 30 00 | | |
| Cookville..... | Westmoreland.....N.B | 15 50 | 18 75 | | |
| Cooper..... | Hastings, E.R.....O | 80 55 | 39 00 | | 3 75 |
| Cooper's Falls..... | Ontario, N.R.....O | 76 05 | 30 25 | | |
| Copenhagen..... | Elgin, E.R.....O | 67 94 | 27 00 | | |
| Cope's Falls..... | Victoria & Haliburton.....O | 5 00 | 18 75 | | |
| Copley..... | Souris.....M | 20 00 | 22 50 | | |
| Copperfield..... | Mégantic.....Q | 5 00 | 18 75 | | |
| c Coppice Hill..... | Edmonton.....Alta. | 23 92 | 14 58 | | |
| Copper Lake..... | Antigonishe.....N.S | 17 50 | 18 75 | | |
| Coquitlam..... | New Westminster.....B.C | 253 01 | 77 00 | | 6 25 |
| Coral..... | Northumberland, W.R.O | 13 25 | 18 75 | | |
| Corbeil..... | Nipissing.....O | 16 00 | 18 75 | | |
| Corberrie..... | Digby.....N.S | 40 25 | 18 75 | | |
| Corbett..... | Huron, S.R.....O | 78 00 | 27 00 | | |
| Corbin..... | Humtingdon.....Q | 36 20 | 18 75 | 3 75 | |
| Corbyville..... | Hastings, E.R.....O | 225 00 | 70 50 | | 7 50 |
| Cordova..... | Marquette.....M | 18 45 | 18 75 | | |
| Corey..... | Sunbury & Queen's.....N.B | 8 55 | 18 75 | | |
| Corkery..... | Carleton.....O | 14 70 | 18 75 | | |
| Cork Station..... | York.....N.B | 22 75 | 18 75 | | |
| Corliss..... | Stanstead.....Q | 16 70 | 18 75 | | |
| Cornac..... | Renfrew, E.R.....O | 23 75 | 18 75 | | |

c Opened 1-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|----------------------------|--------------------------------|----------|------|---|------|----------------------------|-------------------------|
| | | § | cts. | § | cts. | | |
| Cornier's Cove..... | Westmoreland..... N.B. | 6 | 00 | 18 | 75 | | |
| Cornier Village..... | Westmoreland..... N.B. | 23 | 75 | 18 | 75 | | |
| Cornierville..... | Kent..... N.B. | 42 | 00 | 18 | 75 | | |
| Cornell..... | Oxford, S.R..... O | 151 | 00 | 57 | 00 | | 3 75 |
| Corner of the Beach..... | Gaspe..... Q | 96 | 50 | 73 | 00 | | 3 75 |
| Corn Hill..... | King's & Albert..... N.B. | 49 | 84 | 21 | 00 | | |
| Cornwall..... | Queen's..... P.E.I. | 54 | 96 | 31 | 50 | | |
| Cornwall Centre..... | Stormont..... O | 34 | 25 | 18 | 75 | | |
| Coronation..... | Victoria..... N.B. | 19 | 00 | 18 | 75 | | |
| Corrville..... | King..... P.E.I. | 6 | 00 | 18 | 75 | | |
| Corris..... | Richmond & Wolfe..... Q | 29 | 20 | 18 | 75 | | |
| Corson's Siding..... | Victoria & Haliburton..... O | 109 | 00 | 59 | 50 | | 6 25 |
| Corwhin..... | Wellington, S.R..... O | 60 | 40 | 36 | 00 | | 3 75 |
| Cortez Island..... | Comox-Atlin..... B.C. | 22 | 91 | 18 | 75 | | |
| Cosby..... | Nipissing..... O | 124 | 61 | 43 | 75 | | 1 25 |
| Costigan..... | Victoria..... N.B. | 12 | 50 | 18 | 75 | | |
| Côte..... | Mackenzie..... Sask. | 17 | 40 | 18 | 75 | | |
| Côte des Corbeil..... | Two Mountains..... Q | 19 | 20 | 18 | 75 | | |
| Côte des Neiges Ouest..... | Jacques Cartier..... Q | 75 | 00 | 34 | 50 | | 3 75 |
| Côte des Perron..... | Laval..... Q | 24 | 58 | 18 | 75 | | |
| Côte Double..... | Two Mountains..... Q | 20 | 50 | 18 | 75 | | |
| Côte des Peres..... | Quebec..... Q | 115 | 26 | 66 | 00 | | 3 75 |
| Côte's Mills..... | Richmond & Wolfe..... Q | 17 | 95 | 18 | 75 | | |
| Côte Rouge..... | Two Mountains..... Q | 24 | 50 | 18 | 75 | | |
| Côte St. Emmanuel..... | Soulanges..... Q | 40 | 23 | 22 | 50 | | |
| Côte St. Joseph..... | Richmond & Wolfe..... Q | 18 | 00 | 18 | 75 | | |
| Côte St. Leonard..... | Laval..... Q | 4 | 25 | 18 | 75 | | |
| Côte St. Louis..... | Maisonneuve..... Q | \$ | | \$ | | | |
| Côte St. Michel..... | Laval..... Q | 47 | 92 | 18 | 75 | | |
| Côte St. Pierre..... | Labelle..... Q | 66 | 14 | 28 | 50 | | |
| Côte St. Therèse..... | Laprairie & Napierville..... Q | 21 | 00 | 18 | 75 | | |
| Côte St. Vincent..... | Two Mountains..... Q | 26 | 11 | 18 | 75 | | |
| Côte Visitation..... | Maisonneuve..... Q | 78 | 75 | 26 | 25 | | |
| Cotham..... | Assa, East..... Sask. | 18 | 45 | 18 | 75 | | |
| Cotswold..... | Wellington, N.R..... O | 33 | 10 | 22 | 50 | | |
| Cottesloe..... | Peterborough, E.R..... O | 28 | 95 | 18 | 75 | | |
| a Cotterview..... | Strathcona..... Alta. | 7 | 00 | 2 | 08 | | |
| Cottonwood..... | Assa, West..... Sask. | 55 | 35 | 18 | 75 | | |
| Cottonwood..... | Yale & Caribou..... B.C. | 93 | 21 | 30 | 00 | | |
| Coughlan..... | Northumberland..... N.B. | 32 | 16 | 18 | 75 | | |
| Coulee..... | Assa, West..... Sask. | 53 | 25 | 25 | 50 | 3 00 | |
| Coulombe..... | Dorchester..... Q | 55 | 41 | 25 | 50 | | |
| Coulson..... | Simcoe, N.R..... O | 50 | 72 | 43 | 75 | | 1 25 |
| Coulter..... | Souris..... Man. | 123 | 95 | 48 | 00 | 7 50 | 3 75 |
| Coult-ervale..... | Souris..... M | 23 | 00 | 19 | 50 | | |
| Country Harbour Mines..... | Guy'sborough..... N.S. | 51 | 26 | 32 | 25 | | |
| Courtice..... | Durham..... O | 67 | 00 | 33 | 00 | | |
| Cousineau..... | Wright..... Q | 33 | 67 | 18 | 75 | | |
| Coutts..... | Alta..... Alta. | 77 | 80 | 39 | 00 | | 3 75 |
| Couttsville..... | Nipissing..... O | 19 | 50 | 18 | 75 | | |
| Courval..... | Rimouski..... Q | 32 | 71 | 18 | 75 | | |
| Covehead Road..... | Queen's..... P.E.I. | 8 | 00 | 18 | 75 | | |
| Covenry..... | Peel..... O | 14 | 50 | 18 | 75 | | |
| Coverdale..... | King's & Albert..... N.B. | 14 | 00 | 18 | 75 | | |
| Cove Road..... | Colchester..... N.S. | 78 | 65 | 33 | 00 | | |
| Covey Hill..... | Huntingdon..... Q | 52 | 20 | 24 | 00 | | |
| Cowal..... | Elgin, W.R..... O | 57 | 25 | 27 | 00 | | |

* Including \$15 night allowance. + Including \$6 night allowance. ++ Including \$4.50 night allowance.
 a Opened 1-3-07. § For Revenue, etc. See Appendix C under Montreal Sub-Offices.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|----------------------|-----------------------|----------|------|---|------|----------------------------|-------|-------------------------|------|
| | | § | cts. | § | cts. | § | cts. | § | cts. |
| Cowan Creek | Gloucester | N.B. | 17 | 70 | 18 | 75 | | | |
| Cowan's | Huntingdon | Q | 19 | 20 | 18 | 75 | | | |
| Cow Bay | Halifax | N.S. | 20 | 50 | 18 | 75 | | | |
| Cowichan Lake | Nanaimo | B.C. | 58 | 20 | 21 | 25 | | | |
| Cowichan Station | Nanaimo | B.C. | 200 | 55 | 90 | 00 | | | 7 50 |
| Coxby | Humboldt | Sask | 13 | 98 | 18 | 75 | 2 25 | | |
| Coxheath | South Cape Breton | N.S. | 30 | 00 | 18 | 75 | | | |
| Cox's Point | Sunbury & Queen | N.B. | 16 | 75 | 18 | 75 | | | |
| Crabtree Mills | Joliette | Q | 54 | 50 | 18 | 75 | | | |
| Cracroft | Comox-Atlin | B.C. | 56 | 70 | 40 | 50 | | | |
| Craig | Strathcona | Alta | 18 | 70 | 18 | 75 | | | |
| Craigie Lea | Muskoka | O | 70 | 08 | 28 | 50 | | | |
| Craigeith | Grey, E.R. | O | 45 | 00 | 26 | 25 | | | |
| Craigmore | Inverness | N.S. | 19 | 00 | 18 | 75 | | | |
| Craigsholme | Wellington | N.R. | O | 18 | 96 | 18 | 75 | | |
| Craig's Road Station | Levis | Q | 20 | 00 | 27 | 00 | 13 00 | | |
| Craigvale | Simcoe, S.R. | O | 185 | 16 | 76 | 50 | | | 7 50 |
| Crampton | Middlesex, E.R. | O | 110 | 67 | 43 | 50 | | | 3 75 |
| Cranberry | Megantic | Q | 18 | 00 | 18 | 75 | | | |
| Cranbourne | Dorchester | Q | 20 | 95 | 18 | 75 | | | |
| Crandall Road | Inverness | N.S. | 15 | 50 | 18 | 75 | | | |
| Crane Lake | Assa, West | Sask | 112 | 31 | 60 | 00 | | | 3 75 |
| Cranston | Haldimand | O | 46 | 00 | 18 | 75 | | | |
| Cranton Section | Inverness | N.S. | 28 | 75 | 18 | 75 | | | |
| Cranworth | Leeds | O | 8 | 00 | 18 | 75 | | | |
| Crapaud | Queen's | P.E.I. | 213 | 22 | 73 | 50 | 3 75 | | 7 50 |
| Crathie | Middlesex, N.R. | O | 7 | 00 | 18 | 75 | | | |
| Crawford | Grey, S.R. | O | 28 | 08 | 18 | 75 | | | |
| Crawford Bay | Kootenay | B.C. | 43 | 70 | 18 | 75 | | | |
| a Crawford Island | Simcoe, E.R. | O | | | 25 | 00 | | | |
| Credit-Forks | Peel | O | 95 | 50 | 41 | 50 | | | 3 75 |
| Crediton East | Huron, E.R. | O | 123 | 25 | 65 | 00 | | | 6 25 |
| Creeford | Brandon | M | 17 | 95 | 18 | 75 | | | |
| Creek-Bank | Wellington, N.R. | O | 47 | 29 | 21 | 00 | | | |
| b Creekfield | Assa, W. | Sask | 16 | 50 | 6 25 | | | | |
| Creemorne | Pontiac | Q | 18 | 75 | 18 | 75 | | | |
| Creighton | Simcoe, E.R. | O | 48 | 75 | 21 | 00 | | | |
| Creighton Valley | Yale & Cariboo | B.C. | 11 | 00 | 18 | 75 | | | |
| Creignish Rear | Inverness | N.S. | 4 | 20 | 18 | 75 | | | |
| Cremona | Calgary | Alta | 42 | 20 | 18 | 75 | | | |
| Crescent | Souris | M | 10 | 00 | 18 | 75 | | | |
| Crescent Beach | Lunenburg | N.S. | 27 | 72 | 18 | 75 | | | |
| Crescent Lake | Assa, East | Sask | 23 | 71 | 18 | 75 | | | |
| Cressman | Humboldt | Sask | 278 | 19 | 85 | 50 | | | 7 50 |
| Cresswell | Victoria & Haliburton | O | 89 | 12 | 42 | 00 | 2 25 | | 3 75 |
| Cressy | Prince Edward | O | 29 | 69 | 18 | 75 | | | |
| c Crewe | Marquette | M | 5 | 35 | 6 25 | | | | |
| Crewe | Huron, W.R. | O | 14 | 00 | 18 | 75 | | | |
| Crewson's Corners | Wellington, S.R. | O | 65 | 45 | 18 | 75 | | | |
| Crieff | Wellington, W.R. | O | 41 | 69 | 18 | 75 | | | |
| Crinan | Elgin, W.R. | O | 30 | 00 | 18 | 75 | | | |
| Crockett | Victoria | N.B. | 42 | 45 | 24 | 00 | | | |
| Croft | Antigonishe | N.S. | 5 | 00 | 18 | 75 | | | |
| Crofton | Prince-Edward | O | 53 | 91 | 21 | 00 | | | |
| Cromar | Laubton, W.R. | O | 78 | 12 | 37 | 50 | | | 3 75 |
| Cromarty | Perth, S.R. | O | 127 | 01 | 59 | 50 | | | 3 75 |

a Summer office opened 1-8-06. b Opened 1-5-07. c Closed 30-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------------------|--|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Cromwell..... | Selkirk..... M | 6 00 | 18 75 | | | |
| Crooked River..... | Mackenzie..... Sask | 247 90 | † 70 98 | | | 3 75 |
| Crosby..... | Leeds..... O | 195 22 | 76 50 | | | 7 50 |
| a Cross Roads Roger Hill..... | Pictou..... N.S | 6 00 | | | | |
| Crossbury..... | Compton..... O | 5 00 | 18 75 | | | |
| Crosshill..... | Waterloo, N.R..... O | 90 00 | 39 00 | | | 3 75 |
| Cross Lake..... | Nipissing..... O | 12 00 | 18 75 | | | |
| Crossland..... | Simcoe, N.R..... O | 85 37 | 27 00 | | | |
| Crosspoint..... | Bonaventure..... Q | 30 00 | 24 25 | | | |
| Cross Roads, Country-Harbour..... | Guysborough..... N.S | 174 30 | † 120 00 | 8 25 | | 7 50 |
| Cross Roads, Leitch's-Creek..... | North Cape Bieton and Victoria..... N.S | 60 28 | 30 00 | 9 00 | | |
| Cross Roads, Mid.-Melford..... | Guysborough..... N.S | 30 00 | 18 75 | | | |
| Cross Roads, Ohio..... | Antigonish..... N.S | 45 95 | 18 75 | 2 25 | | |
| Croton..... | Kent, E.R..... O | 82 66 | 33 00 | | | |
| Crouse Town..... | Lunenburg..... N.S | 33 25 | 18 75 | | | |
| Crowel..... | Shelburne & Queen's, N.S. | 127 09 | 49 50 | | | 3 75 |
| b Crowe's Mills..... | Colchester..... N.S | 5 00 | 18 75 | | | |
| c Crowfoot..... | Calgary..... Alta | 42 00 | 16 66 | | | |
| Crow Lake..... | Frontenac..... O | 17 91 | 18 75 | | | |
| Crowland..... | Welland..... O | 49 65 | 24 00 | | | |
| Crown Hill..... | Simcoe, N.R..... O | 61 75 | 30 00 | | | |
| Crown Point (sub-office)..... | Wentworth..... O | ** | ** | | | |
| Crow's Nest..... | Guysborough..... N.S | 11 57 | 18 75 | | | |
| Crow's Nest..... | Kootenay..... B.C | 110 30 | 18 75 | | | |
| Croydon..... | Addington & Lennox..... O | 60 61 | 33 00 | | | 3 75 |
| d Crazier..... | Th. Bay & Rainy R. Out | 8 00 | 2 08 | | | |
| Cruikshank..... | Grey, N.R..... O | 18 00 | 18 75 | | | |
| Crumlin..... | Middlesex, E.R..... O | 36 12 | 30 00 | | | |
| § Crystal Beach..... | Welland..... O | 496 64 | 114 00 | | | 10 00 |
| Crystal Falls..... | Argenteuil..... Q | 56 20 | 21 25 | | | |
| Culdaff..... | Dorchester..... Q | 55 88 | 18 75 | | | |
| Culloden..... | Oxford, S.R..... O | 152 03 | 60 00 | | | 3 75 |
| Culloden..... | Digby..... N.S | 12 00 | 18 75 | | | |
| Cullton..... | Renfrew, S.R..... O | 20 50 | 18 75 | | | |
| Culross..... | Macdonald..... M | 92 50 | 40 50 | | | 3 75 |
| Cultus..... | Norfolk..... O | 88 50 | 41 25 | | | 3 75 |
| e Culloden..... | Queen's..... P.E.I | 8 10 | 8 33 | | | |
| Cumberland-Bay..... | Sunbury & Queen's, N.B | 109 05 | 49 50 | 7 50 | | 3 75 |
| Cumberland..... | Queen's..... P.E.I | 10 00 | 18 75 | | | |
| Cumberland House..... | Mackenzie..... Sask | 44 50 | 18 75 | | | |
| Cumberland Mills..... | Beauce..... Q | 32 35 | 18 75 | | | |
| Cumberland Point..... | Sunbury & Queen's, N.B | 10 22 | 18 75 | | | |
| Cummings' Cove..... | Charlotte..... N.B | 13 00 | 18 75 | | | |
| Cumming's Mountain..... | Pictou..... N.S | 16 25 | 18 75 | | | |
| Cummock..... | Wellington, S.R..... O | 55 00 | 18 75 | | | |
| Cumdes..... | Simcoe, N.R..... O | 23 00 | 18 75 | | | |
| Currieburg..... | York..... N.B | 14 25 | 18 75 | | | |
| Currie's Crossing..... | Oxford, S.R..... O | 67 33 | 33 00 | | | 3 75 |
| Curry Hill..... | Glenarry..... O | 22 20 | 18 75 | | | |
| Curryville..... | King's & Albert..... N.B | 34 77 | 18 75 | | | |
| Curt Hill..... | Assa, East..... Sask | 8 00 | 18 75 | | | |
| Curve Lake..... | Peterborough, W.R..... O | 17 00 | 18 75 | | | |
| Curzon..... | Humboldt..... Sask | 55 21 | 18 75 | | | |
| f Curlew..... | Calgary..... Alta | 33 84 | 16 66 | | | |
| Cushendall..... | Frontenac..... O | 20 50 | 18 75 | | | |

a Opened 22-3-07. b Opened 1-5-06. c Re-opened 1-8-06. † Including \$83 night allowance.
 †† Including \$7.98 night allowance. ** For Revenue, etc., see Appendix C, under Hamilton sub-offices.
 d Opened 1-3-07. e Opened 1-12-06. f Opened 1-8-06. § Summer office.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year.) | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Cushing..... | Argenteuil..... Q | 159 50 | 72 00 | 27 00 | 7 50 |
| Cut Bank..... | Alta..... Alta | 15 45 | 18 75 | | |
| Cuthbert..... | Lambton, W.R..... O | 16 50 | 18 75 | | |
| Cut Knife..... | Sask..... Sask | 55 10 | 21 00 | | |
| Cymbria..... | Queen's, P.E.I..... P.E.I | 14 20 | 18 75 | | |
| Cypress..... | Assa. West..... Sask | 11 69 | 18 75 | | |
| dCyrville..... | Russell..... Ont | 22 00 | 6 25 | | |
| D ACRE..... | Renfrew, S.R..... O | 136 50 | 66 00 | 21 00 | 3 75 |
| Dacotah..... | Macdonald..... M | 50 15 | 21 00 | | |
| Daigle..... | Victoria..... N.B | 15 40 | 18 75 | | |
| a Dairy Valley..... | Missisquoi..... Q | 20 00 | 18 75 | | |
| Dale..... | Durham..... O | 7 25 | 18 75 | | |
| Dale..... | King..... N.S | 30 29 | 18 75 | | |
| Dalesboro..... | Assa. East..... Sask | 8 00 | 18 75 | 2 25 | |
| Dalesville..... | Argenteuil..... Q | 94 41 | 45 00 | 8 25 | 3 75 |
| Dalhousie East..... | King's..... N.S | 77 66 | 36 00 | 12 00 | 3 75 |
| Dalhousie Junction..... | Restigouche..... N.B | 65 75 | 32 00 | 2 25 | |
| Dalhousie Lake..... | Lanark, N.R..... O | 35 98 | 21 00 | | |
| Dalhousie Mills..... | Glengarry..... O | 61 10 | 30 00 | | |
| Dalhousie Road..... | Lunenburg..... N.S | 52 98 | 28 50 | 3 75 | |
| Dalhousie Settlement..... | Pictou..... N.S | 16 50 | +23 25 | | |
| Dalhousie West..... | Annapolis..... N.S | 21 00 | 18 75 | | |
| Dalibaire..... | Rimouski..... Q | 76 76 | +48 00 | | 3 75 |
| Dalkeith..... | Glengarry..... O | 175 30 | 69 50 | | 6 25 |
| Dalling..... | Shefford..... Q | 15 25 | 18 75 | | |
| Dalmeny..... | Russell..... O | 66 46 | 39 00 | | 3 75 |
| b Dalmeny..... | Sask..... Sask | 130 67 | 16 66 | | |
| Dalrymple..... | Victoria & Haliburton..... O | 72 48 | 25 50 | 2 25 | |
| Dalston..... | Simcoe, N.R..... O | 114 28 | 49 50 | | 3 75 |
| Daly..... | Brandon..... M | 6 17 | 18 75 | | |
| Damascus..... | Wellington, N.R..... O | 75 45 | 33 00 | | |
| Damascus..... | King's..... N.B | 5 50 | 18 75 | | |
| Danby..... | Drummond & Arthabaska..... Q | 61 38 | 24 00 | 10 50 | |
| Dam-Creek..... | Algoma, W.R..... O | 83 75 | 38 75 | | 3 75 |
| Dana..... | Humboldt..... Sask | 278 13 | *34 89 | 25 00 | |
| Danesville..... | Shelburne & Queen..... N.S | 7 00 | 18 75 | | |
| Danford Lake..... | Pontiac..... Q | 107 96 | 37 50 | 2 25 | 3 75 |
| Danforth..... | York, C.R..... O | 24 23 | 18 75 | | |
| Daniel..... | Sunbury & Queen's..... N.B | 25 75 | 18 75 | | |
| Daniston..... | Russell..... O | 24 75 | 18 75 | | |
| Dante..... | Kent, E.R..... O | 63 40 | 33 00 | | |
| Danvers..... | Digby..... N.S | 19 71 | 18 75 | | |
| Danvers..... | Marquette..... M | 27 40 | 18 75 | | |
| Danville..... | Carleton..... N.B | 10 25 | 18 75 | | |
| D'Arcy..... | Frontenac..... O | 14 30 | 18 75 | | |
| Dareyville..... | Lanark, S.R..... O | 4 25 | 18 75 | | |
| Darling Lake..... | Yamouthis..... N.S | 24 00 | 18 75 | | |
| Darling Road..... | Haldimand..... O | 171 60 | 66 00 | | 3 75 |
| Darlington..... | Durham..... O | 61 80 | 44 00 | | 2 50 |
| Darlington..... | Queen..... P.E.I | 39 45 | 18 75 | 6 00 | |
| Darnley..... | Prince..... P.E.I | 51 40 | 26 25 | | |
| Darrell..... | Kent, E.R..... O | 28 80 | 18 75 | | |

a Opened 1-7-06. d Re-opened 1-1-07. + Including \$9 night allowance. ++ Including \$4 50 night allowance. * Including \$6.39 night allowance. b Opened 1-8-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allowance. | Ret Allowance. |
|------------------------|--------------------------|----------|---|-----------------------|-------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| D'Arragnan..... | Levis..... | 18 07 | 18 75 | 2 25 | |
| Dartford..... | Northumberland, E. R. O | 75 70 | 33 00 | | 2 50 |
| Dartmoor..... | Victoria & Haliburton, O | 18 69 | 18 75 | | |
| Dartville..... | Colchester, N. S | 15 50 | 18 75 | | |
| Darveau..... | Levis..... | 42 83 | 18 75 | | |
| Davidson..... | Pontiac..... | 281 06 | 64 50 | | 3 75 |
| Davidson Hill..... | Shefford..... | 19 54 | 18 75 | | |
| Davin..... | Qu'Appelle..... | 6 00 | 18 75 | | |
| Davis..... | King's & Albert, N. B | 12 00 | 18 75 | | |
| c Davis..... | Sask..... | 10 00 | 2 08 | | |
| Davisburg..... | Calgary..... | 89 00 | 37 50 | | 3 75 |
| Davis Mills..... | Renfrew, N. R..... | 10 50 | 18 75 | | |
| Davison Street..... | King's..... | 16 25 | 18 75 | | |
| Dawn Mills..... | Kent, E. R..... | 96 75 | 39 00 | | 3 75 |
| Dawn Valley..... | Lambton, W. R..... | 26 56 | 18 75 | | |
| Dawson..... | Russell..... | 26 50 | 23 25 | | |
| Dawson Settlement..... | King's & Albert, N. B | 20 70 | 18 75 | | |
| Dawsonville..... | Restigouche, N. B | 14 25 | 18 75 | | |
| Day Mills..... | Algoma, E. R..... | 64 55 | 41 50 | | 3 75 |
| Day's Corner..... | King's & Albert, N. B | 8 25 | 18 75 | | |
| Dayspring..... | Lunenburg, N. S | 51 25 | 22 50 | | |
| Dayton..... | Yarmouth, N. S | 17 00 | 18 75 | | |
| Dayton..... | Algoma, E. R..... | 25 50 | 18 75 | | |
| Deacon..... | Renfrew, N. R..... | 9 25 | 18 75 | | |
| Dead Creek..... | Frontenac..... | 59 25 | 21 25 | | |
| Dead Moose Lake..... | Humboldt, Sask | 71 63 | 46 00 | 4 50 | 3 75 |
| Deadwood..... | Yale & Caribou, B. C | 22 00 | 18 75 | | |
| Dean..... | Halifax, N. S | 67 08 | 22 50 | 2 25 | |
| Deans..... | Haldimand, O | 13 60 | 18 75 | | |
| Debay-Cove..... | Halifax, N. S | 31 75 | 18 75 | | |
| DeBlois Station..... | Prince, P. E. I | 14 23 | 18 75 | | |
| DeCawville..... | Haldimand, O | 93 00 | 54 00 | | 3 75 |
| De Clare..... | Marquette, M | 33 15 | 18 75 | | |
| Deemerton..... | Bruce, S. R..... | 70 90 | 34 50 | | 3 75 |
| Deep Brook..... | Annapolis, N. S | 191 31 | 78 00 | 2 25 | 7 50 |
| Deep Cove..... | South Cape Breton, N. S | 10 00 | 18 75 | | |
| Deepdale..... | Inverness, N. S | 4 00 | 18 75 | | |
| Deerbrook..... | Essex, N. R..... | 26 00 | 18 75 | | |
| Deerfield..... | Yarmouth, N. S | 45 60 | 21 00 | | |
| Deerhurst..... | Simcoe, S. R..... | 65 02 | 27 00 | | |
| Deer Lake..... | Victoria & Haliburton, O | 27 98 | 18 75 | | |
| Deer Lodge..... | Humboldt, Sask | 13 69 | 18 75 | | |
| Deer Park..... | Kootenay, B. C | 37 85 | 18 75 | | |
| Deerville..... | Carleton, N. B | 24 75 | 18 75 | | |
| Deerwood..... | Macdonald, M | 22 10 | 21 25 | | |
| a Deer Horn..... | Dauphin, Man | 15 16 | 10 41 | | |
| Dee Side..... | Bonaventure, Q | 16 25 | 18 75 | | |
| De-Grassi Point..... | Simcoe, S. R..... | 75 30 | 46 00 | | 5 00 |
| De Gros Marsh..... | King's, P. E. I | 16 96 | 18 75 | 2 25 | |
| Delagrave..... | Montmagny, Q | 79 29 | 33 00 | | |
| Delamarre..... | Megantic, Q | 5 00 | 18 75 | | |
| Delap's Cove..... | Annapolis, N. S | 21 00 | 18 75 | | |
| Delhaven..... | King's, N. S | 37 75 | 18 75 | | |
| Delisle..... | Assa, West, Sask | 53 50 | 18 75 | 4 75 | |
| Dell..... | Compton, Q | 20 75 | 18 75 | | |
| Dell's Corners..... | Annapolis, N. S | 21 46 | 18 75 | | |
| Delmas..... | Sask..... | 90 80 | 18 75 | | |
| Delmer..... | Oxford, S. R..... | 53 00 | 30 00 | | |

c Opened 1-3-07. a Opened 1-11-06. * Summer Office. † Including 50 cents arrears forward.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|---------------------------|--|---------------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Deloro..... | Hastings, W.R..... | O 138 18 | 46 50 | | 3 75 |
| <i>b</i> Delmont..... | Huntingdon..... | Que 11 00 | 18 75 | | |
| e Delta..... | New Westminster... B.C | 12 50 | 17 89 | | |
| Demeules..... | Chicoutimi & Saguenay Q | 84 95 | 30 00 | | |
| Demorestville..... | Prince Edward..... | O 146 91 | 66 00 | 10 50 | 7 50 |
| Dempsey..... | Brandon..... | M 3 50 | 18 75 | | |
| Denholm..... | Sask..... | 115 50 | 18 75 | | |
| Denison's Mills..... | Richmond & Wolfe... Q | 45 00 | 22 50 | | |
| Denman Island..... | Comox Atlin..... | B.C 116 67 | 37 50 | | 3 75 |
| Dennington..... | Assa, East..... | Sask 18 75 | 18 75 | | |
| Dennistown..... | Inverness..... | N.S 19 00 | 18 75 | | |
| Densmore's Mills..... | Hants..... | N.S 40 65 | 18 75 | | |
| Denver..... | Guy's-borough..... | N.S 24 75 | 18 75 | | |
| Dequen..... | Chicoutimi & Saguenay Q | 124 15 | 150 25 | | 3 75 |
| De-Ramsey..... | Joliette..... | Q 23 75 | 18 75 | | |
| Derby..... | Northumberland... N.B | 67 00 | 31 50 | | |
| Derby Mills..... | Grey, N.R..... | O 12 45 | 18 75 | | |
| Dereham Centre..... | Oxford, S.R..... | O 63 61 | 21 00 | | |
| Dermid..... | Thunder B. & Rainy R. O | 27 75 | 18 75 | | |
| Deroche..... | New Westminster... B.C | 110 02 | 56 25 | 12 00 | 3 75 |
| Derrynane..... | Wellington, N.R..... | O 11 25 | 18 75 | | |
| Derryville..... | Ontario, N.R..... | O 54 00 | 21 00 | | |
| Derry West..... | Peel..... | O 18 00 | 18 75 | | |
| Derwent..... | Middlesex, E.R..... | O 59 00 | 30 00 | | |
| De Sable..... | Queen's..... | P. E. I 32 35 | 18 75 | | |
| <i>d</i> Détour..... | Dorchester..... | Que 10 00 | 2 08 | | |
| Desaulniers..... | Nipissing..... | O 12 65 | 18 75 | | |
| Deschambault-Station..... | Portneuf..... | Q 32 82 | 18 75 | | |
| Deschênes-Mills..... | Wright..... | Q 77 46 | 28 50 | | |
| Desert-Lake..... | Frontenac..... | O 26 20 | 18 75 | | |
| Deshaies..... | Nicolet..... | Q 45 14 | 18 75 | | |
| Desjorlais..... | Edmonton..... | Alta 13 48 | 18 75 | | |
| Desmond..... | Lennox & Addington. O | 22 92 | 18 75 | | |
| Detlor..... | Hastings, E.R..... | O 105 36 | 60 00 | | 3 75 |
| Devils Lake..... | Mackenzie..... | Sask 17 48 | 21 25 | | |
| Devizes..... | Middlesex, E.R..... | O 50 64 | 24 00 | | |
| Devon..... | Halifax..... | N.S 15 25 | 18 75 | | |
| DeWinton..... | Calgary..... | Alta 145 17 | 60 00 | 21 00 | 3 75 |
| Dewittville..... | Huntingdon..... | Q 211 70 | 87 50 | 5 25 | 7 50 |
| De Wolfe..... | Charlotte..... | N.E 38 25 | 18 75 | | |
| Dexter..... | Elgin, E.R..... | O 31 05 | 21 25 | | |
| Diamond..... | Carleton..... | O 24 00 | 18 75 | | |
| Diamond..... | Pictou..... | N.S 26 50 | 18 75 | | |
| Dickson..... | Strathcona..... | Alta 25 60 | 18 75 | | |
| Dieppe..... | St. John's & Iberville. Q | 6 25 | 18 75 | | |
| Diligent River..... | Cumberland..... | N.S 118 60 | 52 50 | | 3 75 |
| Dillon Port..... | Parry Sound..... | O 14 00 | 18 75 | | |
| Dingwall..... | North Cape Breton and Victoria..... | N.S 18 00 | 18 75 | | |
| Dingwell's Mills..... | King's..... | P. E. I 10 00 | 18 75 | | |
| Dinorwic..... | Thunder Bay and Rainy River..... | O 254 04 | 123 75 | | 11 25 |
| <i>e</i> Dinsmore..... | Assa, W..... | Sask 17 00 | 4 16 | | |
| Dinton..... | Calgary..... | Alta 40 31 | 18 75 | | |
| Dipper Harbour..... | St. John..... | N.E 6 50 | 18 75 | | |
| Dipper Harbour, West..... | St. John..... | N.B 17 75 | 18 75 | | |
| Dirleton..... | Carleton..... | O 64 20 | 27 50 | | |

b Late Haltan. *c* Closed 31-12-06. *d* Opened 1-3-07. *†* Including \$1 50 night allowance.
e Opened 1-2-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|-------------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Dixon | Stormont | O 50 69 | 47 25 | | |
| Dixon | Sunbury & Queen's | N.B. 45 43 | 18 75 | | |
| Dixon's Corners | Dundas | O 97 21 | 48 75 | 9 00 | 3 75 |
| Dobson's Corner | Westmoreland | N.B. 21 25 | 18 75 | | |
| Doctor's Brook | Antigonishe | N.S. 13 00 | 18 75 | | |
| Doe Lake | Parry Sound | O 35 33 | 18 75 | | |
| Dog Creek | Yale & Caribou | B.C. 57 68 | 33 00 | 6 00 | 2 50 |
| Dog Creek | Dauphin | M 18 75 | 18 75 | | |
| Dogherty | Sunbury & Queen's | N.B. 14 00 | 18 75 | | |
| Dog Pound | Calgary | Alta 67 80 | 52 50 | 2 50 | 3 75 |
| a Doherty | Pontiac | Que 10 25 | 6 25 | | |
| Dolbeau | Chicoutimi & Saguenay | Q 46 43 | 21 00 | | |
| Dollar | York, C.R. | O 25 00 | 18 75 | | |
| Domimon No. 4 | South Cape Breton | N.S. 285 00 | 108 75 | | 11 25 |
| Dominionville | Gengarry | O 103 39 | 51 00 | | 3 75 |
| Domremy | Humboldt | Sask 67 25 | 33 00 | 4 50 | |
| Domville | Grenville | O 30 50 | 25 50 | | |
| Don | York, S.R. | O 70 00 | 21 00 | | |
| Donaldson | Frontenac | O 22 46 | 18 75 | | |
| Donaldston | Queen's | P.E.I 8 75 | 18 75 | | |
| Doncaster | Compton | Q 55 85 | 26 25 | | |
| Donegal | Perth, N.R. | O 82 16 | 41 25 | | 3 75 |
| Donegal | King's & Albert | N.B. 4 00 | 18 75 | | |
| Dongola | Victoria & Haliburton | O 17 88 | 18 75 | | |
| Dongola | Assa, East | Sask 23 90 | 18 75 | | |
| Donnybrook | Pictou | N.S. 11 00 | 18 75 | | |
| Dora | Strathcona | Alta 46 07 | 21 00 | | |
| Dorchester-Crossing | Westmoreland | N.B. 35 18 | 18 75 | 3 75 | |
| Dor-ner | Strathcona | Alta 14 84 | 18 75 | | |
| Dorking | Wellington, N.R. | O 41 95 | 18 75 | | |
| Dorland | Lennox & Addington | O 102 70 | 45 00 | | 3 75 |
| Dorn Ridge | York | N.B. 15 50 | 18 75 | | |
| Dorval | Jacques Cartier | Q 199 00 | 75 00 | | 7 50 |
| Dorval Station | Jacques Cartier | Q 229 22 | 45 00 | | 3 75 |
| Doucetville | Digby | N.S. 33 71 | 18 75 | | |
| b Doucet | Chic. & Sag. | Q 22 20 | 14 58 | | |
| Douglas | York | N.B. 24 00 | 18 75 | | |
| Douglasburg | Laprairie & Napierville | Q 15 00 | 18 75 | | |
| Douglasfield | Northumberland | N.B. 3 00 | 18 75 | | |
| Douglas Harbour | Sunbury & Queen's | N.B. 33 15 | 18 75 | | |
| Douglas Lake | Yale & Caribou | B.C. 35 00 | 25 50 | | |
| Douglaston | Assa, East | Sask 20 00 | 18 75 | | |
| Douglas West | Gaspé | Q 17 00 | 18 75 | | |
| Douro | Peterborough, E.R. | O 89 22 | 39 00 | | 3 75 |
| Dover | Westmoreland | N.B. 23 48 | 18 75 | | |
| Dover Centre | Kent, W.R. | O 43 90 | 26 00 | | |
| Dover Hill | Victoria | N.B. 10 30 | 18 75 | | |
| Dover South | Kent, W.R. | O 87 50 | 45 00 | | 3 75 |
| Dover West | Halifax | N.S. 29 83 | 18 75 | | |
| c Dovedale | Sask. | Sask 42 36 | 18 75 | | |
| Downeyville | Victoria & Haliburton | O 78 15 | 30 00 | | |
| Downeyville | King's & Albert | N.B. 27 50 | 18 75 | 6 00 | |
| Downsview | York, S.R. | O 77 50 | 37 50 | | 3 75 |
| Dow Settlement | York | N.B. 16 37 | 18 75 | | |
| Doyle | Pontiac | Q 53 50 | 22 50 | | |
| Doyles | Kent, W.R. | O 22 46 | 18 75 | | |
| Doyles Brook | Northumberland | N.B. 18 00 | 18 75 | | |
| Doyle Settlement | Restigouche | N.B. 6 00 | 18 75 | 2 25 | |

a Opened 1-1-07.

b Opened 1-9-06.

c Late Riversdale.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------|---------------------------|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Dozois..... | Laprairie & Napierville Q | 3 00 | 18 75 | | | |
| Dracon..... | Wellington, N.R. O | 23 70 | 18 75 | | | |
| Drew..... | Wellington, N.R. O | 29 60 | 18 75 | | | |
| Drew Station..... | Wellington, N.R. O | 81 49 | 37 50 | | | 3 75 |
| Dromore..... | Queen's, P.E.I | 8 15 | 18 75 | | | |
| Drumagne..... | Qu'Appelle, Sask | 32 00 | 18 75 | | | |
| Drumhead..... | Guysboro, N.S | 76 00 | 34 50 | | | 3 75 |
| Drumore West..... | Queen's, P.E.I | 7 00 | 18 75 | | | |
| Drummond..... | Lanark, S.R. O | 71 75 | 18 75 | | | |
| Drummond..... | Victoria, N.B | 31 25 | 21 00 | | | |
| e Drummond Station..... | Peterboro, E.R. O | 6 25 | | | | |
| Drumquin..... | Halton, O | 16 00 | 18 75 | | | |
| Dry Fork..... | Alta, Alta | 22 39 | 18 75 | | | |
| Dry River..... | Souris, M | 51 29 | 31 50 | | | |
| Drysdale..... | Huron, S.R. O | 75 57 | 36 00 | | | 2 50 |
| Duagh..... | Edmonton, Alta | 34 25 | 18 75 | | | |
| Dublin Shore..... | Lunenburg, N.S | 75 50 | 25 50 | | | |
| Dabuque..... | Kent, W.R. O | 18 75 | 18 75 | | | |
| Duclos..... | Wright, Q | 71 54 | 36 60 | 2 25 | | 2 50 |
| £ Duck Mountain..... | Dauphin, M | 15 08 | 8 33 | | | |
| Dudley..... | Muskoka, Q | 74 85 | 28 50 | | | |
| Dudswell Centre..... | Richmond & Wolfe, O | 11 50 | 18 75 | | | |
| Dufferin..... | Frontenac, O | 33 00 | 18 75 | | | |
| Dufferin..... | Sunbury & Queen's, N.B | 8 35 | 18 75 | | | |
| Dufferin Mines..... | Halifax, N.S | 19 75 | 18 75 | | | |
| Dufour..... | Charlevoix, Q | 16 21 | +32 25 | | | |
| Dufresne..... | Provencher, M | 26 75 | 18 75 | 7 50 | | |
| Dugald..... | Selkirk, M | 94 37 | 45 00 | | | 3 75 |
| e Dugas..... | Gloucester, N.B | 11 00 | 6 25 | | | |
| Duhamel..... | Labelle, Q | 26 50 | 18 75 | | | |
| Dumbarton Station..... | Charlotte, N.B | 25 20 | 18 75 | | | |
| Dumblane..... | Bruce, N.R. O | 35 90 | 18 75 | | | |
| Dumfries..... | York, N.B | 21 41 | 18 75 | | | |
| Dumoine..... | Pontiac, Q | 20 70 | 18 75 | 9 00 | | |
| Dunallen..... | Souris, M | 18 25 | 18 75 | | | |
| Dunany..... | Argenteuil, Q | 15 00 | 18 75 | | | |
| Dunara..... | Selkirk, M | 37 71 | 18 75 | 2 25 | | |
| Dunbarton..... | Ontario, S.R. O | 233 07 | 63 00 | | | 3 75 |
| Dunbar..... | Dundas, O | 148 63 | 72 00 | 21 00 | | 7 50 |
| Dunboro..... | Missisquoi, Q | 23 59 | 18 75 | | | |
| Dunboynne..... | Elgin, E.R. O | 27 93 | 18 75 | | | |
| Duncan..... | Grey, E.R. O | 66 46 | 31 50 | | | |
| Duncan..... | Lunenburg, N.S | 36 09 | 18 75 | | | |
| Duncan Cove..... | Halifax, N.S | 3 55 | 18 75 | | | |
| Duncan Station..... | Drum'd & Arthabaska, Q | 67 44 | 37 50 | | | |
| Duncrief..... | Middlesex, N.R. O | 60 30 | 33 00 | | | |
| Dundas..... | Kent, N.B | 15 30 | 18 75 | | | |
| Dundas..... | King's, P.E.I | 121 80 | 75 00 | | | 7 50 |
| Dundee..... | Restigouche, N.B | 5 00 | 18 75 | | | |
| Dundee..... | Selkirk, M | 24 50 | 18 75 | | | |
| Dundee..... | Richmond, N.S | 3 50 | 18 75 | | | |
| Dundee Centre..... | Huntingdon, Q | 83 42 | 33 00 | | | 2 50 |
| Dundela..... | Dundas, O | 130 96 | 48 00 | | | 3 75 |
| Dundonald..... | Northumberland, E.R. O | 92 03 | 40 50 | | | 3 75 |
| Dunedin..... | Simcoe, N.R. O | 104 75 | 54 00 | | | 3 75 |
| Dunedin..... | Queen's, P.E.I | 13 20 | 18 75 | | | |
| Dungiven..... | Westmoreland, N.B | 15 00 | 18 75 | | | |
| Dunkeld..... | Bruce, S.R. O | 26 25 | 18 75 | | | |

£ Opened 1-12-06.

e Opened 1-1-07.

€ Opened 25-3-07.

+ Including \$13.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------|--------------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Dunkerron..... | Simcoe, S.R..... | O 45 20 | 22 50 | | |
| Dunkin..... | Brome..... | Q 68 85 | 36 00 | | 3 75 |
| Dunleath..... | Mackenzie..... | Sask 12 00 | 18 75 | | |
| Dunlop..... | Huron, W.R..... | O 37 00 | 33 00 | | 3 75 |
| Dunlop..... | Gloucester..... | N.B 18 41 | 18 75 | | |
| Dunmaglass..... | Antigonishe..... | N.S 12 00 | 18 75 | 2 25 | |
| Dunmore..... | Antigonishe..... | N.S 11 00 | 18 75 | | |
| Dunmore..... | Renfrew, N.R..... | O 41 03 | 21 00 | | |
| Dunnet..... | Nipissing..... | O 26 25 | 18 75 | | |
| Dunn's Valley..... | Algoma, E.R..... | O 19 48 | 18 75 | | |
| Dunraven..... | Pontiac..... | Q 71 76 | 31 50 | | |
| Dunrobin..... | Carleton..... | O 114 13 | 51 00 | | 3 75 |
| Dunsford..... | Victoria & Haliburton | O 172 52 | 60 00 | 2 25 | 3 75 |
| Dunstaffnage..... | Queen's..... | P.E.I 9 00 | 18 75 | | |
| Dunvegan..... | Inverness..... | N.S 62 84 | 137 50 | 6 00 | |
| Dupey's Corner..... | Westmoreland..... | N.B 28 35 | 18 75 | | |
| Dupuis..... | Qu'Appelle..... | Sask 73 96 | 18 75 | | |
| Durban..... | Dauphin..... | M 35 37 | 18 75 | | |
| Durell..... | King's..... | P.E.I 11 15 | 18 75 | | |
| Durham Bridge..... | York..... | N.B 80 25 | 31 50 | 2 25 | |
| Durham Centre..... | Restigouche..... | N.B 141 36 | 47 50 | | 3 75 |
| Dutch Brook..... | South Cape Breton..... | N.S 10 30 | 18 75 | | |
| Dutch Settlement..... | Halifax..... | N.S 18 95 | 18 75 | | |
| Duthill..... | Lambton, W.R..... | O 38 33 | 18 75 | | |
| Duvar Road..... | Prince..... | P.E.I 14 02 | 18 75 | | |
| Dwight..... | Muskoka..... | O 159 35 | 56 25 | | 3 75 |
| Dwyer Hill..... | Carleton..... | O 120 91 | 41 25 | | 3 75 |
| Dyer..... | Stormont..... | O 18 21 | 18 75 | | |
| Dyer's Bay..... | Bruce, N.R..... | O 78 00 | 37 50 | | 3 75 |
| Dyment..... | Thunder Bay and Rainy | O 33 56 | 18 75 | | |
| Dynevor..... | Selkirk..... | M 4 00 | 18 75 | | |
| a Dysart..... | Qu'Appelle..... | Sask 64 38 | 13 58 | | |
| E | | | | | |
| LADY | Simcoe, E.R..... | O 97 19 | 33 00 | | |
| Eagle Butte..... | Assa, West..... | Alta 76 70 | 27 00 | | |
| Eagle Creek..... | Sask..... | Sask 59 57 | 43 50 | 3 75 | 3 75 |
| Eagle Head..... | Shelburne & Queen's..... | N.S 39 73 | 18 75 | | |
| Eagle Hill..... | Calgary..... | Alta 75 25 | 37 50 | | 3 75 |
| Eagle Lake..... | Parry Sound..... | O 6 94 | 18 75 | | |
| Eagle River..... | Thunder Bay and Rainy | O 237 29 | 75 00 | | 7 50 |
| Eagleton..... | Souris..... | M 30 61 | 18 75 | | |
| Eakindale..... | Assa, East..... | Sask 16 71 | 18 75 | | |
| Eamer's Corners..... | Stormont..... | O 1 50 | 18 75 | | |
| Eardley..... | Wright..... | Q 153 75 | 66 00 | | 3 75 |
| Earling..... | Strathcona..... | Alta 43 25 | 18 75 | 2 25 | |
| Earlswood..... | Assa, East..... | Sask 12 40 | 18 75 | | |
| Earlton..... | Nipissing..... | O 223 12 | 60 00 | 4 17 | 2 56 |
| Earncliffe..... | Dulferin..... | O 13 50 | 18 75 | | |
| Earncliffe..... | Queen's..... | P.E.I 39 10 | 18 75 | | |
| Earlville..... | Strathcona..... | Alta 94 70 | 37 50 | | 3 75 |
| East Advocate..... | Cumberland..... | N.S 50 50 | 22 50 | | |
| East Aldfield..... | Pontiac..... | Q 25 64 | 18 75 | | |
| East Amherst..... | Cumberland..... | N.S 45 34 | 19 50 | | |
| East Baltic..... | King's..... | P.E.I 9 00 | 18 75 | | |

† Including \$12 night allowance. a Opened 15-9-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|---------------------------------|--|----------|---|------|----------------------------|------|-------------------------|------|
| | | | § | cts. | § | cts. | § | cts. |
| East Bay..... | Dauphin..... | M | 29 | 25 | 18 | 75 | | |
| East Bay, North Side..... | North Cape Breton and Victoria..... | N.S. | 11 | 50 | 18 | 75 | | |
| East Bolton..... | Brome..... | Q | 84 | 95 | 42 | 00 | 4 | 50 |
| East Brookville..... | Cumberland..... | N.S. | 30 | 36 | 18 | 75 | | 3 |
| East Burnaby..... | New Westminster..... | B.C. | 70 | 50 | 26 | 25 | | |
| East Chebogue..... | Yarmouth..... | N.S. | 21 | 00 | 18 | 75 | | |
| East Chezzetcook..... | Halifax..... | N.S. | 49 | 98 | 26 | 25 | 3 | 00 |
| East Clifton..... | Compton..... | Q | 78 | 98 | 37 | 50 | 2 | 25 |
| East Clover Bar..... | Edmonton..... | Alta. | 56 | 11 | 18 | 75 | | 3 |
| East Dover..... | Halifax..... | N.S. | 29 | 74 | 18 | 75 | | |
| East Dudswell..... | Richmond & Wolfe..... | Q | 12 | 21 | 18 | 75 | | |
| East Dunham..... | Missisquoi..... | Q | 35 | 87 | 18 | 75 | | |
| East Earltown..... | Colchester..... | N.S. | 55 | 21 | 25 | 50 | | |
| East End..... | Assa, West..... | Sask. | 71 | 06 | 30 | 00 | 2 | 25 |
| East Ferry..... | Digby..... | N.S. | 9 | 98 | 18 | 75 | | |
| East Folly Mountain..... | Colchester..... | N.S. | 46 | 58 | 22 | 50 | | |
| East Glasville..... | Carleton..... | N.B. | 27 | 00 | 18 | 75 | | |
| East Hall's Harbour Road..... | King's..... | N.S. | 19 | 00 | 18 | 75 | | |
| East Hereford..... | Compton..... | Q | 86 | 00 | 36 | 00 | | 3 |
| East Hill..... | Brome..... | Q | 19 | 05 | 18 | 75 | | |
| East Hungerford..... | Hastings, E.R..... | Q | 9 | 20 | 18 | 75 | | |
| East Inglesville..... | Annapolis..... | N.S. | 8 | 88 | 18 | 75 | | |
| East Jeddore..... | Halifax..... | N.S. | 47 | 15 | 18 | 75 | | |
| East Kempville..... | Yarmouth..... | N.S. | 34 | 20 | 18 | 75 | | |
| Eastlake..... | Inverness..... | N.S. | 9 | 50 | 18 | 75 | | |
| East Leicest..... | Cumberland..... | N.S. | 99 | 41 | 36 | 00 | | 3 |
| East Linden..... | Cumberland..... | N.S. | 8 | 15 | 18 | 75 | | |
| East Linton..... | Grey, N.R..... | Q | 26 | 57 | 18 | 75 | | |
| East Magdala..... | Megantic..... | Q | 1 | 00 | 18 | 75 | | |
| East Mapleton..... | Cumberland..... | N.S. | 18 | 65 | 18 | 75 | | |
| East Margaree..... | Inverness..... | N.S. | 45 | 79 | 18 | 75 | | |
| East Margaretsville..... | Annapolis..... | N.S. | 30 | 80 | 18 | 75 | | |
| East Mines Station..... | Colchester..... | N.S. | 75 | 55 | 24 | 90 | | 5 |
| East Mountain..... | Colchester..... | N.S. | 18 | 00 | 18 | 75 | | |
| East New Annan..... | Colchester..... | N.S. | 18 | 75 | 18 | 75 | | |
| East Newbridge..... | Carleton..... | N.B. | 8 | 00 | 18 | 75 | | |
| East Oro..... | Simcoe, N.R..... | Q | 25 | 68 | 21 | 25 | | |
| East Oxford..... | Grenville..... | Q | 29 | 75 | 17 | 79 | | |
| East Pinnacle..... | Missisquoi..... | Q | 11 | 00 | 18 | 75 | | |
| East Point..... | King's..... | P.E.I. | 13 | 50 | 18 | 75 | | |
| East Port-Medway..... | Shelburne & Queen's..... | N.S. | 40 | 23 | 19 | 50 | | |
| East River..... | Lunenburg..... | N.S. | 28 | 57 | 18 | 75 | | |
| East River, St. Mary's..... | Pictou..... | N.S. | 51 | 50 | +29 | 25 | 8 | 25 |
| East River, Sheet Harbour..... | Halifax..... | N.S. | 101 | 61 | 40 | 50 | | 3 |
| East Rogerville..... | Northumberland..... | N.B. | 6 | 23 | 18 | 75 | | |
| East Roman Valley..... | Guy'sborough..... | N.S. | 22 | 00 | 18 | 75 | | |
| East Royalty..... | Queen's..... | P.E.I. | 3 | 30 | 18 | 75 | | |
| East Sable River..... | Shelburne & Queen's..... | N.S. | 25 | 38 | 18 | 75 | | |
| East Scotch Settlement..... | King's & Albert..... | N.B. | 6 | 35 | 18 | 75 | | |
| East Side Port L'Herbert..... | Shelburne & Queen's..... | N.S. | 23 | 15 | 18 | 75 | | |
| East Side of Ragged Island..... | Shelburne & Queen's..... | N.S. | 25 | 25 | 18 | 75 | | |
| East Sooke..... | Nanaimo..... | B.C. | 17 | 95 | 18 | 75 | | |
| East Southampton..... | Cumberland..... | N.S. | 51 | 00 | 22 | 50 | 7 | 50 |
| Eastview..... | Assa, West..... | Sask. | 26 | 00 | 18 | 75 | | |
| Eastville..... | Colchester..... | N.S. | 84 | 42 | 37 | 50 | | 3 |
| East Wallace..... | Cumberland..... | N.S. | 18 | 51 | 18 | 75 | | |

(a) Opened 15-6-06. (b) Late Rockingham. (c) Closed 1-12-06. Re-opened 1-1-07. (d) Late Turkey Hill. † Including \$4.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|-------------------------------------|---------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| East Walton | Hants. N.S. | 23 25 | 18 75 | | |
| East Waterville | York N.B. | 7 25 | 18 75 | | |
| East Wellington | Nanaimo B.C. | 23 85 | 18 75 | | |
| East Wentworth | Cumberland N.S. | 95 66 | 42 75 | | 3 75 |
| East Williamsburg | Dundas O. | 11 50 | 18 75 | | |
| Eastwood | Oxford, S.R. O. | 180 00 | 68 00 | | 6 25 |
| Eaton | Compton O. | 97 81 | 50 00 | | 3 75 |
| Eatonville | Cumberland N.S. | 35 45 | 18 75 | | |
| Eaulaie | Dist. of Nipissing O. | 185 12 | 75 00 | 3 75 | 7 50 |
| Ebbfleet | Prince P.E.I. | 18 71 | 18 75 | | |
| Ebenezer | Queen's P.E.I. | 13 25 | 18 75 | | |
| Ebenezer | Mackenzie Sask. | 31 00 | 18 75 | | |
| Eberts | Kert, E.R. O. | 61 17 | 27 00 | | |
| Ebor | Brandon M. | 23 55 | 18 75 | | |
| Ebordale | Grey, S.R. O. | 52 25 | 21 00 | | |
| Echo Place | Brant O. | 117 00 | 37 50 | | |
| Echo Vale | Compton O. | 42 30 | 22 50 | 8 25 | |
| Eckville | Strathcona Alta. | 94 11 | 23 50 | | 1 25 |
| Economy Point | Colchester N.S. | 50 60 | †31 50 | | |
| Euem Seem | Guysborough N.S. | 79 75 | 38 50 | | 2 50 |
| Euem Seem Bridge | Halifax N.S. | 159 97 | 39 00 | | 2 50 |
| Edberg | Strathcona Alta. | 84 40 | 48 75 | 3 75 | 3 75 |
| Edelane | Assa, West Sask. | 3 25 | 18 75 | | |
| Eddystone | Northumberland, W.R.O. | 58 10 | 21 00 | | |
| Ed Eddyville | Wright O. | 70 38 | 33 75 | | 3 75 |
| Eden | Elgin, E.R. O. | 130 40 | †75 00 | | 3 75 |
| Eden | Dauphin M. | 222 44 | 112 50 | 2 25 | 11 25 |
| Eden Grove | Bruce, S.R. O. | 115 50 | 52 50 | | 3 75 |
| Eden Lake | Pictou N.S. | 17 03 | †23 25 | | |
| Eden Mills | Wellington, S.R. O. | 187 88 | 73 50 | | 7 50 |
| Eden Valley | Mackenzie Sask. | 19 00 | 16 66 | | |
| Edensville | Strathcona Alta. | 23 59 | 18 75 | 2 25 | |
| Edenwold | Assa, West Sask. | 12 00 | 18 75 | | |
| Edgar | Simcoe, N.R. O. | 144 99 | 58 50 | | 3 75 |
| Edgar Mills | Essex, S.R. O. | 30 12 | 21 00 | | |
| Edge Hill | Grey, S.R. O. | 32 44 | 22 50 | | |
| Edgeley | Qu'Appelle Sask. | 40 00 | 22 50 | | |
| Edgett's Landing | King's & Albert N.B. | 72 14 | 26 25 | | |
| Edgewood | Kootenay B.C. | 35 15 | 21 00 | | |
| Edina | Argenteuil O. | 13 69 | 18 75 | | |
| Edison | Edmonton Alta. | 63 95 | 18 75 | †2 50 | |
| Edmondville | Lotbinière O. | 37 65 | 18 75 | | |
| Edville | Northumberland, E.R. O. | 47 50 | 27 00 | | |
| Edward | Edmonton Alta. | 10 00 | 18 75 | | |
| Edwardsville | South Cape Breton N.S. | 11 00 | 18 75 | | |
| Edwell | Strathcona Alta. | 49 15 | 24 00 | | |
| Edwin | Portage la Prairie M. | 27 90 | 18 75 | | |
| Edy's Mills | Lambton, W.R. O. | 162 43 | 50 00 | 2 25 | 3 75 |
| Eel Brook | Yarmouth N.S. | 84 00 | 36 00 | 2 25 | 3 75 |
| Eel Cove | North Cape Breton and Victoria N.S. | 19 05 | ††23 75 | | |
| Eel Creek | Cumberland N.S. | 18 00 | 18 75 | | |
| Eel River Bridge | Northumberland N.B. | 30 66 | 18 75 | | |
| Eel River Lake | York N.B. | 39 47 | 18 75 | | |
| Efingham | Welland O. | 48 58 | 22 50 | | |
| Egan Creek | Hastings, E.R. O. | 28 75 | 18 75 | | |
| Egbert | Simcoe, S.R. O. | 95 08 | 41 00 | | 2 50 |

d Opened 1-8-06. *b* Late Tetreauville. *c* Including \$9 night allowance. *†* Including \$4.50 night allowance. *‡* Including 25c. arrears forward. *a* Late Fox. *††* Including \$5 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|------------------------|--------------------------|-------------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Egerton..... | Wellington, N.R..... | O 46 75 | 22 50 | | |
| Egg Island..... | Chicoutimi & Saguenay, Q | 25 32 | + 31 25 | | |
| Egg Lake..... | Edmonton..... | 12 00 | 18 75 | | |
| Egmondville..... | Huron, S.R..... | O 274 00 | 118 50 | | 11 25 |
| Egmont Bay..... | Prince..... | P.E.I 21 25 | 18 75 | | |
| Egypte..... | Shefford..... | Q 30 59 | 18 75 | | |
| Eight Island Lake..... | Guy-borough, N.S. | 15 75 | 18 75 | | |
| Ekfrid..... | Middlesex, W.R..... | O 149 38 | 45 00 | | 3 75 |
| Elba..... | Dufferin..... | O 12 00 | 18 75 | | |
| Elbow River..... | Calgary..... | Alta 16 11 | 18 75 | | |
| Elecho..... | Lincoln..... | O 70 00 | 36 00 | | 3 75 |
| Elder..... | Dufferin..... | O 13 20 | 18 75 | | |
| Elder's Mills..... | York, C.R..... | O 47 30 | 25 50 | | |
| Eldon Station..... | Victoria & Haliburton, O | 85 36 | 36 00 | | 3 75 |
| Eldorado..... | Hastings, E.R..... | O 249 77 | 78 75 | 3 00 | 7 50 |
| Electric..... | Kent, W.R..... | O 23 00 | 18 75 | | |
| Elford..... | Essex, S.R..... | O 26 52 | 18 75 | | |
| Elfrida..... | Wentworth..... | O 37 50 | 21 00 | | |
| Elgin..... | Pictou..... | N.S 15 00 | 18 75 | | |
| Elgin..... | New Westminster, B.C. | 53 50 | 18 75 | | |
| Elginburg..... | Frontenac..... | O 110 00 | 45 00 | | 3 75 |
| Elginfield..... | Middlesex, E.R..... | O 37 30 | 18 75 | | |
| *Elgin House..... | Muskoka..... | O 112 00 | 64 00 | | 5 00 |
| Elgin Mills..... | York, C.R..... | O 96 55 | 46 50 | | 3 75 |
| Elgin Road..... | L'Islet..... | Q 30 45 | 18 75 | | |
| Elia..... | York, S.R..... | O 35 63 | 18 75 | | |
| Elie..... | Macdonald, M | 269 80 | 85 50 | 11 25 | 7 50 |
| Elinor..... | Alta..... | 92 40 | 24 00 | | |
| Elizabethville..... | Durham..... | O 199 69 | 64 50 | | 6 25 |
| Elizabeth Bay..... | Algoma, E.R..... | O 14 45 | 18 75 | | |
| Elkmouth..... | Kootenay..... | B.C 252 65 | 61 50 | | 3 75 |
| Elk Prairie..... | Kootenay..... | B.C 20 15 | 18 75 | | |
| Elkwater..... | Assa, West, Alta | 61 25 | 31 00 | 2 25 | |
| Ellaton..... | Norfolk..... | O 17 91 | 18 75 | | |
| Ellengowan..... | Bruce, S.R..... | O 18 25 | 18 75 | | |
| Ellen's Town..... | Northumberland, N.B | 14 00 | 18 75 | | |
| Ellerslie..... | Strathcona, Alta | 42 24 | 18 75 | 7 50 | |
| Ellesmere..... | York, C.R..... | O 90 73 | 33 00 | | 3 75 |
| Elliott..... | Lanark, S.R..... | O 36 86 | 21 00 | | |
| Elliott's Corners..... | Simcoe, E.R..... | O 22 42 | 18 75 | | |
| Elliott's Mills..... | Queen's..... | P.E.I 16 50 | 18 75 | | |
| Elliott Vale..... | King's..... | P.E.I 8 40 | 18 75 | | |
| *Ellis Bay..... | Chicoutimi & Saguenay, Q | 23 00 | 25 00 | | |
| Ellisboro'..... | Qu'Appelle, Sask | 161 21 | 64 50 | | 3 75 |
| d Ellis River..... | Prince..... | P.E.I 9 50 | 17 62 | | |
| Ellisville..... | Leeds..... | O 60 46 | 21 00 | | |
| Ellwood..... | Russell..... | O 25 00 | 18 75 | | |
| e Elm..... | Carleton..... | O 6 61 | 6 52 | | |
| Elma..... | Dundas..... | O 90 21 | 52 50 | | 3 75 |
| Elmbank..... | Peel..... | O 58 00 | 22 50 | | |
| Elm-Brook..... | Prince Edward..... | O 28 94 | 18 75 | | |
| Elmercroft..... | Charlotte..... | N.B 7 75 | 18 75 | | |
| Elmfield..... | Pictou..... | N.S 15 00 | 18 75 | | |
| Elmgrove..... | Simcoe, S.R..... | O 52 58 | 21 25 | | |
| Elmhedge..... | Grey, N.R..... | O 13 50 | 18 75 | | |
| Elmhurst..... | King's & Albert, N.B | 18 75 | 18 75 | | |
| Elmira..... | King's..... | P.E.I 19 43 | 18 75 | | |

* Summer office.
d Closed 29-11-06.

+ Including \$12.50 night allowance, \$5 of which is arrears.

c Closed 4-10-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year.) | | Forward Allow- ance. | | Rent Allow- ance. | |
|----------------------|-----------------------|----------|------|---|------|----------------------------|------|-------------------------|------|
| | | § | cts. | § | cts. | § | cts. | § | cts. |
| Ehmore | Assa. East. | 61 | 55 | 25 | 50 | | | | |
| Elmsdale | Prince | 147 | 00 | 57 | 00 | | | 3 | 75 |
| Elmside | Pontiac | 109 | 37 | 43 | 50 | | | 3 | 75 |
| Elm Springs | Assa. West. | 11 | 70 | 18 | 75 | | | | |
| Elmstead | Essex, N.R. | 62 | 00 | 26 | 25 | | | | |
| Elmsvale | Halifax | 66 | 92 | 36 | 00 | | | | |
| Elmusville | Charlotte | 69 | 61 | 29 | 00 | | | | |
| Elm Tree | Frontenac | 16 | 00 | 18 | 75 | | | | |
| Elm Valley | Brandon | 13 | 00 | 22 | 25 | | | | |
| Elm Valley | King's & Albert | 2 | 00 | 18 | 75 | | | | |
| Elmwood | King's & Albert | 13 | 75 | 18 | 75 | | | | |
| Elmwood | Queen's | 17 | 00 | 18 | 75 | | | | |
| a Elloida | Brockville | 32 | 82 | 18 | 75 | | | | |
| Elphin | Lanark, N.R. | 104 | 80 | 49 | 50 | | | 3 | 75 |
| Elsie | Victoria & Haliburton | 15 | 85 | 18 | 75 | | | | |
| Elsinore | Bruce, N.R. | 66 | 50 | 37 | 50 | | | 3 | 75 |
| Elton | Brandon | 19 | 61 | 18 | 75 | | | | |
| Emard | Beauharnois | 9 | 20 | 18 | 75 | | | | |
| Emerson | Muskoka | 10 | 50 | 18 | 75 | | | | |
| Emerald | Lennox & Addington | 116 | 05 | 39 | 00 | | | 3 | 75 |
| Emerald | Inverness | 6 | 75 | 18 | 75 | | | | |
| Emerald | Queen's | 98 | 75 | 45 | 00 | 56 | 12 | 3 | 75 |
| Emerson | Kent | 22 | 70 | 18 | 75 | | | | |
| Emery | York, S.R. | 49 | 92 | 28 | 00 | | | | |
| Emileville | Bagot | 75 | 00 | 37 | 50 | | | 3 | 75 |
| Emmaville | Sask. | 18 | 95 | 18 | 75 | | | | |
| Emmett | Renfrew, S.R. | 18 | 73 | 18 | 75 | | | | |
| Empcy | Hastings, E.R. | 40 | 35 | 18 | 75 | | | | |
| Empire | Haldimand | 39 | 93 | 20 | 25 | | | | |
| Emyvale | Queen's | 21 | 76 | 18 | 75 | | | | |
| Enfield | Durham | 123 | 60 | 71 | 25 | | | 7 | 50 |
| c Englefield | Humboldt | 25 | 00 | 4 | 16 | | | | |
| English Corner | Halifax | 42 | 38 | 22 | 50 | | | | |
| Enmore | Prince | 26 | 50 | 18 | 75 | | | | |
| Ennis | Simcoe, S.R. | 10 | 00 | 18 | 75 | | | | |
| Ennis-shore | Victoria | 9 | 20 | 18 | 75 | | | | |
| Ennis-killen Station | Sunbury & Queen's | 82 | 59 | 28 | 50 | 1 | 50 | | |
| Ennismore | Peterborough, W.R. | 148 | 09 | 75 | 00 | 10 | 50 | 7 | 50 |
| Emmotville | Wellington, S.R. | 30 | 21 | 24 | 25 | | | | |
| Enon | South Cape Breton | 11 | 23 | 18 | 75 | | | | |
| Entry Island | Gaspé | 6 | 00 | 18 | 75 | | | | |
| Epping | Grey, E.R. | 34 | 50 | 21 | 25 | 16 | 50 | | |
| Epsom | Ontario, S.R. | 45 | 00 | 27 | 00 | | | | |
| Epworth | City of Vancouver | 86 | 20 | 36 | 00 | | | 3 | 75 |
| Eramosa | Wellington, S.R. | 66 | 52 | 33 | 00 | | | | |
| Erb | King's & Albert | 5 | 00 | 18 | 75 | | | | |
| Erbsville | Waterloo, N.R. | 17 | 25 | 18 | 75 | | | | |
| cc Equity | Strathcona | 7 | 00 | | | | | | |
| Erie | Frontenac | 35 | 75 | 25 | 50 | | | | |
| Erie | Haldimand | 42 | 00 | 18 | 75 | | | | |
| †Erieau | Kent, W.R. | 38 | 00 | 25 | 00 | | | | |
| Erie View | Norfolk | 156 | 65 | 75 | 00 | 20 | 25 | 7 | 50 |
| Erinsville | Lennox & Addington | 105 | 35 | 46 | 50 | 3 | 75 | 3 | 75 |
| Erinview | Macdonald | 41 | 72 | 18 | 75 | | | | |
| Erinville | Guysborough | 33 | 50 | 18 | 75 | | | | |
| Erle | Richmond & Wolfe | 21 | 55 | 18 | 75 | | | | |
| Ernestown Station | Lennox & Addington | 63 | 38 | 27 | 75 | 18 | 00 | | |

* Including \$9.62 arrears forward. a Opened 1-7-06. c Opened 1-2-07. cc Credit for new office not yet opened. † Summer office.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|--|----------|---|--------------------|-----------------|
| | | | <i>based on revenue of previous year.</i> | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Errington..... | Comox-Atlin..... B.C. | 20 41 | 18 75 | | |
| Erwood..... | Mackenzie..... Sask | 165 90 | 448 03 | | |
| Escott..... | Brockville..... O | 123 36 | 46 50 | | 3 75 |
| Escott Centre..... | Brockville..... O | 34 00 | 16 66 | | |
| Escuminac..... | Bonaventure..... N.B. | 198 98 | 41 25 | 3 75 | 3 75 |
| Escuminac..... | Northumberland..... N.B. | 32 03 | 18 75 | | |
| Escuminac Flats..... | Bonaventure..... O | 28 64 | 18 75 | | |
| Esdraelon..... | Carlton..... N.B. | 23 65 | 18 75 | | |
| Eskaoni..... | North Cape Breton & Victoria..... N.S. | 20 46 | 18 75 | | |
| Eskdale..... | Bruce, N.R..... O | 12 00 | 18 75 | | |
| Esmonde..... | Renfrew, S.R..... O | 13 50 | 18 75 | | |
| Esquising..... | Halton..... O | 170 50 | 61 50 | | 3 75 |
| Esquimaux, Pointe..... | Chicoutimi & Saguenay, O | 83 08 | 62 50 | 41 25 | 3 75 |
| Essex..... | Inverness..... N.S. | 15 00 | 18 75 | | |
| Essonville..... | Victoria & Haliburton O | 28 22 | 18 75 | | |
| Estmere..... | North Cape Breton & Victoria..... N.S. | 54 34 | 22 50 | | |
| Ethelton..... | Humboldt..... Sask | 26 30 | 18 75 | | |
| Etna..... | King's..... N.S. | 8 10 | 18 75 | | |
| Etobicoke..... | York, C.R..... O | 47 04 | 18 75 | | |
| Etoumami..... | Mackenzie..... Sask | 54 00 | 2 08 | | |
| Etrick..... | Middlesex, E.R..... O | 6 21 | 18 75 | | |
| Etryville..... | Russell..... O | 18 40 | 18 75 | | |
| Eustis..... | Shelbrooke..... O | 154 64 | 75 00 | | 7 50 |
| Evandale..... | King's & Albert..... N.B. | 26 00 | 18 75 | | |
| Evans..... | Sanbury & Queen's..... N.B. | 18 75 | 18 75 | | |
| Evanson..... | Richmond..... N.S. | 9 00 | 18 75 | | |
| Evansville..... | Algoma, E.R..... O | 20 00 | 18 75 | | |
| Evelyn..... | Middlesex, E.R..... O | 63 80 | 33 00 | | |
| Everett..... | Victoria..... N.B. | 61 75 | 21 00 | | |
| Eversley..... | York, N.R..... O | 68 96 | 28 56 | | |
| Ewan..... | Peterborough, W.R..... O | 17 91 | 18 75 | | |
| Ewelme..... | Alta..... Alta | 15 50 | 18 75 | | |
| Excelsior..... | Edmonton..... Alta | 15 30 | 18 75 | | |
| Excelsior..... | Algoma, E.R..... O | 52 89 | 18 75 | | |
| Ewing..... | Strathcona..... Alta | 78 51 | 35 25 | | 2 50 |
| Exmoor..... | Northumberland..... N.B. | 6 35 | 18 75 | | |
| Exshaw..... | Calgary..... Alta | 315 00 | 138 00 | | 4 44 |
| Extension..... | Nanaimo..... B.C. | 82 00 | 45 00 | | 3 75 |
| Eye-Brow-Hill..... | Assa, West..... Sask | 54 82 | 22 50 | | |

| | | | | | |
|----------------------|-------------------------|--------|-------|------|------|
| FABRE..... | Pontiac..... Q | 68 40 | 22 50 | | |
| Factory Dale..... | King's..... N.S. | 14 25 | 18 75 | | |
| Fairbairn..... | Victoria & Haliburton O | 11 13 | 18 75 | | |
| Fairbank..... | York, S.R..... O | 98 00 | 18 75 | | |
| Fairfax..... | Stanstead..... O | 58 92 | 18 75 | | |
| Fairfield..... | King's..... P.E.I. | 16 00 | 18 75 | | |
| Fairfield..... | St. John..... N.P. | 33 44 | 18 75 | | |
| Fairfield East..... | Brockville..... O | 37 25 | 18 75 | | |
| Fairfield Plain..... | Brant..... O | 75 42 | 25 50 | | |
| Fairford..... | Dauphin..... M | 36 95 | 18 75 | | |
| Fair Ground..... | Norfolk..... O | 100 17 | 42 00 | | 3 75 |
| Fairhall..... | Souris..... M | 19 41 | 18 75 | | |
| Fairhaven..... | Charlotte..... N.B. | 86 42 | 25 50 | 3 75 | |

+ Including \$19, night allowance, \$4 of which is arrears. ++ Including \$16.53, night allowance, \$1.53 of which is arrears. b Opened 1-8-06. d Opened 15-12-06. e Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-------------------------|------------------------|--------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Fairholme..... | Parry Sound..... | O 23 00 | 18 75 | 2 25 | |
| a Fairland..... | Mackenzie..... | Sask 22 15 | 12 50 | | |
| Fairley..... | Northumberland..... | N.B. 28 73 | 18 75 | | |
| Fairlight..... | Assa. East..... | Sask 43 19 | 18 75 | 1 25 | |
| Fairmiede..... | Assa. East..... | Sask 67 75 | 34 00 | 9 00 | 2 50 |
| Fairmont..... | Antigonishe..... | N.S. 7 25 | 18 75 | | |
| Fairmont Springs..... | Kootenay..... | B.C. 25 20 | 18 75 | | |
| Fairmount..... | Grey, E.R..... | O 33 18 | 18 75 | | |
| Fair Play..... | Essex, N.R..... | O 20 00 | 18 75 | | |
| Fair Valley..... | Simcoe, E.R..... | O 5 00 | 18 75 | | |
| Fairview..... | Perth, S.R..... | O 19 00 | 18 75 | | |
| Fairview..... | Westmoreland..... | N.B. 1 30 | 18 75 | | |
| Fairview..... | Queen's..... | P.E.I. 8 00 | 18 75 | | |
| Fairview Station..... | Halifax..... | N.S. 134 95 | 67 50 | | 7 50 |
| Fairville..... | Assa. West..... | Sask 29 41 | 18 75 | | |
| Fairy Hill..... | Assa. West..... | Sask 32 20 | 24 00 | | |
| Falconbridge..... | Middlesex, W.R..... | O 27 25 | 18 75 | | |
| Falkenburg Station..... | Muskoka..... | O 205 84 | 93 00 | 69 00 | 7 50 |
| Falkirk..... | Middlesex, N.R..... | O 82 66 | 33 75 | | 3 75 |
| Falkland..... | Brantford..... | O 61 05 | 25 50 | | |
| Falkland..... | Halifax..... | N.S. 11 00 | 18 75 | | |
| Falkland..... | Yale & Cariboo..... | B.C. 33 85 | 18 75 | 2 25 | |
| Falkland Ridge..... | Annapolis..... | N.S. 97 73 | 39 00 | | 3 75 |
| Fallbrook..... | Lanark, S.R..... | O 121 90 | 52 50 | | 3 75 |
| Fallowfield..... | Carleton..... | O 129 28 | 57 00 | | 3 75 |
| Fallowmead..... | Qu'Appelle..... | Sask 9 25 | 18 75 | | |
| Falmouth..... | Hants..... | N.S. 71 42 | 21 00 | | |
| Falun..... | Strathcona..... | Alta 31 50 | 18 75 | | |
| Fanning Brook..... | King's..... | P.E.I. 7 25 | 18 75 | | |
| Fanshawe..... | Middlesex, E.R..... | O 26 44 | 18 75 | | |
| Faraday..... | Hastings, W.R..... | O 32 70 | 18 75 | | |
| Farewell..... | Wellington, N.R..... | O 59 05 | 28 00 | 3 00 | |
| Fargo..... | Kent, W.R..... | O 49 20 | 22 50 | 2 25 | |
| a Farmer's Union..... | Grenville..... | O 14 50 | 4 16 | | |
| Farmerston..... | Carleton..... | N.B. 21 00 | 18 75 | | |
| Farmington..... | King's..... | P.E.I. 13 00 | 18 75 | | |
| Farmington..... | Cumberland..... | N.S. 6 45 | 18 75 | | |
| Farnan's Corners..... | Missisquoi..... | Q 42 25 | 22 25 | | |
| Fardon..... | Missisquoi..... | Q 32 82 | 18 75 | 3 75 | |
| Farnham Centre..... | Brome..... | Q 76 85 | 33 00 | | |
| Fassett..... | Labelle..... | Q 289 30 | 19 36 | | |
| Fassifern..... | Glengarry..... | O 53 93 | 22 50 | | |
| Fauvel..... | Bonaventure..... | Q 60 70 | 18 75 | | |
| Fauxbourg..... | Lunenburg..... | N.S. 3 00 | 18 75 | | |
| Fawcett Hill..... | Westmoreland..... | N.B. 23 50 | 18 75 | | |
| Fawkham..... | Ontario, N. R..... | O 36 60 | 18 75 | | |
| Feener's Corner..... | Lunenburg..... | N.S. 16 75 | 18 75 | | |
| Fellows..... | Lemox & Addington..... | O 34 25 | 18 75 | | |
| Felton..... | Russell..... | O 32 50 | 18 75 | | |
| Feltz, Sud..... | Lunenburg..... | N.S. 14 00 | 18 75 | | |
| Fenaghvale..... | Prescott..... | O 15 75 | 18 75 | | |
| Fenella..... | Northumberland, W.R.O. | 122 55 | 52 50 | | 3 75 |
| d Fenton..... | Humboldt..... | Sask 10 00 | 2 08 | | |
| Fennell's..... | Simcoe, S.R..... | O 58 60 | 22 50 | | |
| Fenwick..... | King's & Albert..... | N.B. 18 85 | 18 75 | | |
| Fenwick..... | Cumberland..... | N.S. 19 00 | 18 75 | | |
| Ferguslea..... | Renfrew, S.R..... | O 17 00 | 18 75 | | |
| Ferguson..... | Middlesex, E.R..... | O 69 10 | 27 00 | | |

(a) Opened 1-10-06.

(c) Opened 1-2-07.

(d) Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|--------------------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Ferguson's Falls | Lanark, S.R. | O 21 50 | 18 75 | | |
| Ferguson's Lake | Richmond | N.S 24 85 | 18 75 | | |
| Ferguson's Point | Gloucester | N.B 79 00 | 33 00 | | 3 75 |
| Fergusonvale | Simcoe, N.R. | O 70 20 | 31 50 | | |
| Ferne Neuve | Labelle | Q 118 95 | 56 25 | | 3 75 |
| Fermoy | Frontenac | O 36 11 | 18 75 | | |
| Fernbank | Perth, N.R. | O 16 75 | 18 75 | | |
| Ferndale | King's & Albert | N.B 3 00 | 18 75 | | |
| *Ferndale House | Muskoka | O 41 00 | 25 00 | | |
| Fernetville | Berthier | Q 52 20 | 22 50 | | |
| Fern Glen | Parry Sound | O 22 00 | 18 75 | | |
| Fernhill | Middlesex, N.R. | O 71 50 | 30 00 | | |
| Fernlee | Algoma, E.R. | O 71 61 | 24 00 | | |
| Fernleigh | Frontenac | O 23 34 | 18 75 | | |
| Fernwood | Prince Edward | P.E.I 12 49 | 18 75 | | |
| a Feronia | Nipissing | O 42 25 | 19 41 | | |
| b Fertile Valley | Assa, West | Sask 41 00 | 10 41 | | |
| Ferris | Sunbury & Queen's | N.B 17 25 | 18 75 | | |
| Ferrybank | Strathcona | Alta 76 55 | 18 75 | 2 25 | |
| Ferry Landing | North Cape Breton and Victoria | N.S 49 33 | 30 00 | 3 00 | |
| Ferry Point | Strathcona | Alta 113 21 | 58 59 | | 3 75 |
| Ferryville | Carleton | N.B 2 00 | | | |
| Fetherston | Parry Sound | O 38 25 | 21 00 | | |
| Field | Nipissing | O 59 81 | 24 00 | | |
| Fielding | Carleton | N.B 13 00 | 18 75 | | |
| Fieldholme | Calgary | Alta 20 22 | 18 75 | | |
| Fieldville | Wright | Q 22 91 | 18 75 | | |
| Fife | Yale & Cariboo | B.C 29 70 | 22 50 | | |
| Fifteen Mile Stream | Halifax | N.S 0 20 | 31 25 | | |
| File Hills | Qu'Appelle | Sask 128 45 | 60 00 | 3 25 | 3 75 |
| Findlay | Brandon | M 145 35 | 63 00 | 9 00 | 3 75 |
| Finger Board | Victoria & Haliburton | O 25 12 | 18 75 | | |
| Finlayson | North Cape Breton and Victoria | N.S 16 25 | 18 75 | | |
| Fintona | Simcoe, S.R. | O 6 75 | 18 75 | | |
| Fir Grove | King's & Albert | N.B 4 00 | 18 75 | | |
| Fir Grove | Dorchester | Q 18 16 | 18 75 | | |
| First South | L'Anse-au-Loup | N.S 25 35 | 18 75 | | |
| Fishburn | Alta | Alta 70 75 | 30 00 | | |
| Fish Creek | Humboldt | Sask 23 25 | 18 75 | | |
| Fisherman's Harbour | Guysborough | N.S 17 25 | 18 75 | | |
| a Fisher Home | Strathcona | Alta 7 00 | | | |
| Fisher Mill | Guysborough | N.S 28 50 | 16 66 | | |
| Fisher River | Selkirk | M 14 25 | 18 75 | | |
| Fisherville | Haldimand | O 260 80 | 114 00 | | 11 25 |
| Fishing Lake | Humboldt | Sask 16 50 | 63 00 | 2 25 | 5 00 |
| Fish Lake | Prince Edward | O 28 00 | 18 75 | | |
| Fitzmaurice | Assa, East | Sask 18 88 | 18 75 | | |
| Fitzpatrick | Northumberland | N.B 12 50 | 18 75 | | |
| Five Mile River | Hants | N.S 63 18 | 22 50 | | |
| c Flagstaff | Strathcona | Alta 42 00 | 8 33 | | |
| Flamboro', Centre | Wentworth | Q 64 40 | 18 75 | | |
| Flanders | Compton | O 18 75 | 18 75 | | |
| Flatlands | Restigouche | N.B 70 00 | 36 75 | | 3 75 |
| Flat River | Queen's | P.E.I 56 52 | 25 50 | 1 25 | |
| Flee Island | Portage la Prairie | M 62 12 | 31 50 | | |

(a) Opened 1-11-06. (b) Opened 1-11-06. (c) Opened 1-12-06. (d) Credit for new office not yet opened. * Summer Office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. | |
|----------------------|--------------------------------|----------|--------------------------------------|--------------------|-----------------|------|
| | | | (based on revenue of previous year). | | | |
| | | § cts. | § cts. | § cts. | § cts. | |
| Flett's Springs | Humboldt | Sask | 35 22 | 44 50 | 3 75 | 3 75 |
| Fletwode | Assa. East | Sask | 67 23 | 44 56 | †11 50 | 3 75 |
| Fleurant | Bonaventure | Q | 9 00 | 18 75 | | |
| Fleury | Nipissing | O | 54 95 | 18 75 | | |
| Flint Hill | King's & Albert | N.B | 2 00 | 18 75 | | |
| Flooden | Richmond & Wolfe | Q | 43 08 | 18 75 | | |
| Floral | Humboldt | Sask | 15 50 | 18 75 | | |
| Florenta | Dauphin | M | | 18 75 | | |
| Flowers Cove | Sunbury & Queen's | N.B | 13 80 | 18 75 | | |
| Flower Station | Lanark, N.R. | O | 82 93 | 44 50 | | 3 75 |
| Flume Ridge | Charlotte | N.B | 26 00 | 18 75 | | |
| Foam Lake | Mackenzie | Sask | 50 50 | 23 25 | 3 75 | |
| Folden's Corners | Oxford, S.R. | O | 64 65 | 30 00 | | |
| Foley | Ontario, S.R. | O | 17 25 | 18 75 | | |
| Foley | Saskirk | M | 49 82 | 25 50 | | |
| Foley Brook | Victoria | N.B | 24 71 | 18 75 | | |
| Folger Station | Lanark, N.R. | O | 119 91 | 60 00 | | 3 75 |
| Folkins | King's | N.B | 15 09 | 18 75 | | |
| Folly Lake | Colchester | N.S | 71 15 | 18 75 | | |
| Folly Mountain | Colchester | N.S | 16 00 | 18 75 | | |
| Fondrie | Gaspe | Q | 17 84 | 18 75 | | |
| Fontenelle | Gaspe | Q | 53 75 | 18 75 | | |
| Fontenoy | Richmond | Q | 6 25 | 18 75 | | |
| Foote | Assa. West | Sask | 27 75 | 18 75 | | |
| Forbes | Colchester | N.S | 7 00 | 18 75 | | |
| Forbes Point | Shelburne & Queen's | N.S | 56 20 | 18 75 | | |
| Ford's Mills | Kent | N.B | 62 50 | 25 50 | 5 25 | |
| Fordyce | Huron, E.R. | O | 38 95 | 18 75 | | |
| Foreman | Strathcona | Alta | 55 38 | 18 75 | | |
| Forest Farm | Assa. East | Sask | 31 20 | 18 75 | 2 25 | |
| Forest Glade | Annapolis | N.S | 13 75 | 18 75 | | |
| Forest Glen | Inverness | N.S | 5 25 | 18 75 | | |
| Forest Hill | King's & Albert | N.B | 19 25 | 18 75 | | |
| Forest Hill | King's | P.E.I | 9 20 | 18 75 | | |
| Forest Home | King's | N.S | 13 48 | 18 75 | | |
| Forest Mills | Lennox & Addington | O | 72 40 | 31 50 | | |
| Forest Nook | Parry Sound | O | 30 00 | 25 00 | | |
| Forest Bank | Sask. | Sask | 39 47 | 14 58 | | |
| Foreston | Carleton | N.B | 67 88 | 32 00 | | |
| Forestville | Norfolk | O | 115 29 | 58 50 | | 3 75 |
| Forfar | Leeds | O | 101 55 | 54 00 | | 3 75 |
| Fork River | Dauphin | M | 212 56 | †103 50 | 2 25 | 7 50 |
| Forget | Russell | O | 30 75 | 18 75 | | |
| Forks | Sunbury & Queen's | N.B | 15 25 | 18 75 | | |
| Forks, Baddeck | North Cape Breton and Victoria | N.S | 18 85 | 18 75 | | |
| Forres | Assa. West | Sask | 56 33 | 18 75 | | |
| Forrest Station | Brandon | M | 192 60 | 81 00 | | 7 50 |
| Forshee | Strathcona | Alta | 27 00 | 18 75 | | |
| Fort à la Corne | Humboldt | Sask | 33 75 | 18 75 | 9 00 | |
| Fort Alexander | Saskirk | M | 38 75 | 18 75 | | |
| Fort Augustus | Queen's | P.E.I | 26 70 | 18 75 | | |
| Fort Ellice | Marquette | M | 14 25 | 18 75 | | |
| Fortescue | Peterboro, W. R. | O | 18 67 | 18 75 | | |
| Fort George | Yale & Caribou | B.C | 19 54 | 18 75 | | |
| Fortis Settlement | Lunenburg | N.S | 49 48 | 18 75 | | |
| Fort Lawrence | Cumberland | N.S | 31 00 | 18 75 | 3 75 | |

+ Including \$15 night allowance.
Summer Office.

‡ Including \$4 arrears forward.

a Opened 1-9-06.

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------|----------------------------|--------------|--------------------------------------|--------------------|-----------------|
| | | | (Based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Fort Louisburg..... | South Cape Breton..... | N.S. 17 50 | 18 75 | | |
| Fort Pelly..... | Mackenzie..... | Sask. 119 81 | 50 50 | | 3 75 |
| Fort Point..... | Digby..... | N.S. 51 00 | 18 75 | | |
| Fort St. James..... | Yale & Caribou..... | BC 62 30 | 18 75 | | |
| Fortune Bridge..... | King's..... | P.E.I. 54 75 | 21 00 | | |
| Fortune Cove..... | Prince..... | P.E.I. 18 48 | 18 75 | | |
| Fort Vermillion..... | Athabaska..... | 31 82 | 18 75 | | |
| Fort William..... | Pontiac..... | Q. 68 42 | 31 50 | | |
| Forty Mile..... | Yukon Territory..... | 113 96 | | | |
| Foster's Croft..... | King's & Albert..... | N.B. 3 00 | 18 75 | | |
| Posterville..... | York..... | N.B. 58 10 | 33 00 | | 3 75 |
| Found's Mills..... | Queen's..... | P.E.I. 13 76 | 18 75 | | |
| f Fountain..... | Mackenzie..... | Sask. 16 00 | 6 25 | | |
| l Fountainstown..... | Strathcona..... | Alta. 23 10 | 6 25 | | |
| Fourchu..... | Richmond..... | N.S. 58 14 | 37 50 | 2 25 | 3 75 |
| Four-Falls..... | Victoria..... | N.B. 71 10 | 25 50 | 3 00 | |
| Four Mile-Brook..... | Pictou..... | N.S. 24 23 | 18 75 | | |
| Four Roads..... | Gloucester..... | N.B. 18 75 | 18 75 | | |
| Fourteen Mile House..... | Halifax..... | N.S. 10 00 | 18 75 | | |
| Fowler's-Corners..... | Peterborough, W.R..... | O. 46 00 | 22 50 | | |
| Fox Bay..... | Chicoutimi & Saguenay..... | Q. 6 25 | 18 75 | | |
| Fox Creek..... | Westmoreland..... | N.B. 104 00 | 43 50 | | 3 75 |
| Fox Harbour..... | Cumberland..... | N.S. 25 00 | 18 75 | | |
| Fox Island Main..... | Guy-borough..... | N.S. 7 00 | +26 25 | | |
| Foxleigh..... | Assa, West..... | Sask. 21 60 | 18 75 | | |
| Foxmead..... | Simcoo, E.R..... | O. 104 79 | 36 00 | | 3 75 |
| Fox Point..... | Lunenburg..... | N.S. 22 25 | 18 75 | | |
| Fox River..... | Cumberland..... | N.S. 163 49 | 66 00 | | 3 75 |
| c Foxton..... | Selkirk..... | M. 0 48 | 15 00 | | |
| Foymount..... | Renfrew, S.R..... | O. 28 71 | 18 75 | | |
| Framboise..... | Richmond..... | N.S. 62 05 | 24 00 | 6 00 | |
| Framboise Intervale..... | Richmond..... | N.S. 16 90 | 18 75 | | |
| Frammes..... | Selkirk..... | M. 24 50 | 18 75 | | |
| Franconia..... | Haldimand..... | O. 47 30 | 29 50 | | |
| Frankburg..... | Calgary..... | Alta. 22 06 | 18 75 | | |
| Frank Hill..... | Victoria & Haliburton..... | O. 4 00 | 18 75 | | |
| Franklin..... | Durham..... | O. 89 44 | 49 50 | 16 50 | 3 75 |
| a Franklin..... | Yale & Caribou..... | BC 25 00 | 8 33 | | |
| Franklin Corners..... | Prescott..... | O. 49 23 | 18 75 | | |
| Frankville..... | Antigonish..... | N.S. 89 77 | 30 00 | | |
| Fraserburg..... | Muskoka..... | O. 59 22 | 18 75 | | |
| Fraser's Grant..... | Antigonish..... | N.S. 3 00 | 18 75 | | |
| Fraser's Mills..... | Antigonish..... | N.S. 14 00 | 18 75 | 2 25 | |
| Fraserville..... | Durham..... | O. 70 75 | 34 50 | | 3 75 |
| Fraxville..... | Lunenburg..... | N.S. 11 06 | 18 75 | | |
| Fréchette..... | Levis..... | Q. 52 41 | 18 75 | | |
| Fredericton Road..... | Westmoreland..... | N.B. 23 73 | 18 75 | | |
| Fredericton Station..... | Queen's..... | P.E.I. 79 08 | 34 50 | | 3 75 |
| Freeborn..... | Perth, N.R..... | O. 41 18 | 21 00 | | |
| Freeland..... | Leeds..... | O. 20 00 | 18 75 | | |
| Freeland..... | Prince..... | P.E.I. 87 16 | 36 00 | | 3 75 |
| Freeport..... | Waterloo, S.R..... | O. 18 00 | 21 25 | | |
| French..... | Humboldt..... | Sask. 151 99 | 55 50 | 2 25 | 3 75 |
| French Bay..... | Bruce, N.R..... | O. 12 70 | 18 75 | | |
| French Creek..... | Comox-Atlin..... | BC 23 89 | 25 50 | | |
| French Lake..... | Sunbury & Queen's..... | N.B. 20 79 | 18 75 | | |

+ Including \$7.50 night allowance. a Opened 1-12-06.

‡ Salary, &c., entered in Auditor General's report.

b Opened 1-1-07.

c Closed 31-12-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------------------|--------------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| French River..... | Pictou..... N.S. | 23 25 | 18 75 | 2 25 | |
| French River..... | Queen's..... P.E.I. | 102 45 | 46 50 | | 3 75 |
| French Road..... | South Cape Breton... N.S. | 12 98 | 18 75 | | |
| Frenchvale..... | N.C. Breton & Victoria N.S. | 5 00 | 18 75 | | |
| French Village..... | Queen's..... P.E.I. | 8 00 | 18 75 | | |
| French Village..... | King's & Albert... N.B. | 10 00 | 18 75 | | |
| French Village..... | Halifax..... N.S. | 88 51 | 36 00 | | 3 75 |
| Friar's Head..... | Inverness..... N.S. | 14 00 | +23 25 | | |
| Friar's Head Chapel..... | Inverness..... N.S. | 14 00 | +23 25 | | |
| Froatsburn..... | Dundas..... O. | 23 71 | 18 75 | | |
| Frogmore..... | Norfolk..... O. | 59 46 | 28 50 | | |
| ∫Froblich..... | Assa, W..... Sask. | 10 00 | 2 08 | | |
| Frome..... | Elgin, W.R..... O. | 41 00 | 18 75 | | |
| Frontenac..... | Lotbinière..... Q. | 52 79 | 24 25 | | |
| Frontier..... | Huntingdon..... Q. | 18 75 | 18 75 | | |
| Frost Village..... | Shefford..... Q. | 44 90 | 18 75 | | |
| Fry's..... | Assa, East..... Sask. | 65 52 | 24 00 | | |
| Fulda..... | Humboldt..... Sask. | 38 87 | 18 75 | | |
| Fulford..... | Brome..... Q. | 97 00 | 42 00 | | 3 75 |
| Fuller..... | Hastings, W.R..... O. | 25 85 | 18 75 | | |
| Fulton..... | Lincoln..... O. | 71 88 | 31 50 | | |
| Fulton Brook..... | Sunbury & Queen's... N.B. | 5 00 | 18 75 | | |
| Fulton's Mills..... | Wellington, N.R..... O. | 28 76 | 18 75 | | |
| Furnace Falls..... | Victoria & Haliburton. O. | 18 65 | 18 75 | | |
| GABAROUSE BARACHOIS | South Cape Breton... N.S. | 158 30 | 73 50 | | 7 50 |
| Gabarouse Lake..... | South Cape Breton... N.S. | 19 00 | 18 75 | | |
| Gabriola Island..... | Nanaimo..... B.C. | 35 66 | 18 75 | | |
| Gad's Hill..... | Perth, N.R..... O. | 82 49 | 37 50 | | 3 75 |
| Gagné..... | Bonaventure..... Q. | 41 00 | 18 75 | | |
| Gagnon..... | Russell..... O. | 30 00 | 18 75 | | |
| Gairloch Mountain..... | North Cape Breton & Victoria... N.S. | 8 20 | 18 75 | | |
| Galbraith..... | Lanark, N.R..... O. | 23 00 | 18 75 | | |
| Galesburg..... | Peterborough, E.R..... O. | 12 00 | 18 75 | | |
| Gallagher..... | Westmoreland... N.B. | 13 50 | 18 75 | | |
| Galena..... | Kootenay..... B.C. | 38 50 | 25 50 | | |
| Galiano..... | Nanaimo..... B.C. | 85 28 | 48 00 | | 3 75 |
| Gallingertown..... | Stormont..... O. | 18 00 | 18 75 | | |
| Galson..... | Compton..... Q. | 29 25 | 20 25 | | |
| Galston..... | Nipissing..... O. | 25 89 | 18 75 | | |
| Galway..... | King's & Albert... N.B. | 21 95 | 18 75 | | |
| Ganable's Corners..... | Prince..... P.E.I. | 7 50 | 18 75 | | |
| Gananoque Junction..... | Leeds..... O. | 46 00 | 19 50 | | |
| Gang Ranch..... | Yale & Cariboo... B.C. | 27 93 | 18 75 | | |
| Gap View..... | Qu'Appelle..... Sask. | 24 41 | 18 75 | | |
| Garden Hill..... | Durham..... O. | 129 60 | 56 25 | | 3 75 |
| Garden Island..... | Frontenac..... O. | 179 25 | 102 00 | | 11 25 |
| Garden of Eden..... | Pictou..... N.S. | 31 75 | 18 75 | | |
| Gard-nenton..... | Provencher..... M. | 27 08 | 18 75 | | |
| Gardenville..... | Prince Edward... O. | 43 93 | 18 75 | | |
| Gardiner Mines..... | South Cape Breton... N.S. | 12 66 | 18 75 | | |
| Gardiner's Creek..... | St. John..... N.B. | 23 25 | 18 75 | | |
| Gardner's Mills..... | Yarmouth..... N.S. | 20 00 | 18 75 | | |
| Garfield..... | Queen's..... P.E.I. | 6 00 | 18 75 | | |
| Garland..... | Châtanguay..... Q. | 29 65 | 18 75 | | |

† Including \$4.50 night allowance. ∫ Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------------|--|----------|------|--------------------------------------|--------------------|-----------------|
| | | § | cts. | (based on revenue of previous year). | | |
| | | § | cts. | § | § | cts. |
| Garland..... | King's..... N.S. | 13 | 75 | 18 | | |
| Garland..... | Dauphin..... M | 66 | 40 | 75 | | 2 50 |
| Garneau Junction..... | Champlain..... Q | 51 | 95 | 18 | | |
| Garnet..... | Haldimand..... O | 121 | 33 | 37 | | 3 75 |
| Garnet..... | St. John..... N.B. | 9 | 75 | 18 | | |
| Garnock..... | Humboldt..... Sask | 58 | 50 | 18 | | |
| Garonne..... | Humboldt..... Sask | 14 | 01 | 18 | 2 25 | |
| Garretton..... | Greenville..... O | 30 | 00 | 18 | | |
| Garryowen..... | Grey, N. R..... O | 20 | 75 | 18 | | |
| Garthby West..... | Richmond & Wolfe..... Q | 19 | 65 | 18 | | |
| Gascons..... | Bonaventure..... Q | 163 | 95 | 75 | | 7 50 |
| Gas Line..... | Welland..... O | 75 | 07 | 30 | | |
| Gasparine..... | Châteauguay..... Q | 19 | 75 | 18 | | |
| Gaspereau..... | Sunbury & Queen's..... N.B. | 38 | 00 | 18 | 5 25 | |
| Gaspé Bay, South..... | Gaspé..... Q | 41 | 00 | 20 | 2 25 | |
| Gaspereau Station..... | Sunbury & Queen's..... N.B. | 146 | 30 | 46 | 3 75 | 3 75 |
| Gaspereaux..... | King's..... P.E.I. | 60 | 26 | 27 | | |
| Gateway..... | Kootenay..... B.C. | 49 | 20 | 28 | | |
| Gaudette..... | Pontiac..... Q | 132 | 70 | 37 | | 3 75 |
| Gavelton..... | Yarmouth..... N.S. | 15 | 00 | 18 | | |
| Gawas..... | Algona, W. R..... O | 47 | 46 | 22 | | |
| Gaythorne..... | Northumberland..... N.B. | 22 | 00 | 18 | | |
| Geary..... | Sunbury & Queen's..... N.B. | 13 | 25 | 18 | | |
| Gegogin..... | Guysboro'..... N.S. | 8 | 00 | 18 | | |
| Gelert..... | Victoria & Haliburton..... O | 164 | 67 | 81 | | 7 50 |
| Gellatly..... | New Westminster..... B.C. | 50 | 40 | 22 | | |
| Geneva..... | Argenteuil..... Q | 18 | 25 | 18 | | |
| Genoa..... | Argenteuil..... Q | 24 | 50 | 18 | | |
| George's River..... | North Cape Breton and Victoria..... N.S. | 31 | 15 | 18 | 4 50 | |
| George's River Station..... | North Cape Breton and Victoria..... N.S. | 15 | 00 | 18 | 4 50 | |
| Georgeville..... | Antigonishe..... N.S. | 30 | 00 | 18 | 4 50 | |
| Georgina Island..... | York, N. R..... O | 13 | 30 | 18 | | |
| Geraldine..... | Huntingdon..... Q | 12 | 50 | 18 | | |
| aGerrard..... | Kootenay..... B.C. | 102 | 75 | 10 | | |
| Germania..... | Muskoka..... O | 60 | 01 | 25 | | |
| Germanicus..... | Renfrew, N. R..... O | 20 | 00 | 18 | | |
| German Mills..... | Waterloo, S. R..... O | 17 | 93 | 18 | | |
| Germantown..... | King's & Albert..... N.B. | 10 | 00 | 18 | | |
| Gerrard Island..... | Halifax..... N.S. | 35 | 50 | 75 | | |
| Gertrude Mine..... | Algona, E. R..... O | 50 | 00 | 7 | | 6 25 |
| Gesto..... | Ess, S. R..... O | 92 | 12 | 45 | | 3 75 |
| Gethsemani..... | Chicoutimi & Saguenay..... Q | 5 | 00 | 18 | | |
| Geyser..... | Selkirk..... M | 65 | 17 | 18 | 6 16 | |
| Ghost Pine Creek..... | Calgary..... Alta | 25 | 00 | 2 | | |
| Giant's Lake..... | Guysborough..... N.S. | 17 | 08 | 18 | | |
| Gibbon..... | King's & Albert..... N.B. | 12 | 00 | 18 | | |
| Gibraltar..... | Grey, E. R..... O | 57 | 94 | 21 | | |
| Gibson..... | Simcoe, E. R..... O | 21 | 25 | 18 | | |
| bGibson Landing..... | Comox-Atlin..... B.C. | 33 | 50 | 18 | | |
| Gilbert Cove..... | Digby..... N.S. | 129 | 32 | 48 | | 3 75 |
| Gilbert des Caps..... | Charlevoix..... Q | 3 | 02 | | | |
| Gilbert Mountain..... | Cumberland..... N.S. | 5 | 00 | 18 | | |
| Gilbert's Mills..... | Prince Edward..... O | 17 | 29 | 18 | | |
| Gilechrist..... | Simcoe, N. R..... O | 27 | 21 | 18 | | |
| Gilead..... | Hastings, E. R..... O | 22 | 27 | 18 | | |

+ Including \$13.50 night allowance. ++ Including \$15 night allowance.
 allowance. a Opened 1-11-06. b Late Howe Sound. c Opened 1-3-07.

* Including \$9 night allowance.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|---------------------------|--|----------|------|---|------|----------------------------|------|-------------------------|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Gilford..... | Simcoe, S.R..... | 129 | 19 | 58 | 50 | 10 | 50 | 3 | 75 |
| Gilks..... | Northumberland, N.B. | 44 | 50 | 21 | 00 | 9 | 00 | | |
| Gillander's Mountain..... | North Cape Breton and Victoria..... | 15 | 00 | 18 | 75 | | | | |
| Gillespie..... | Victoria..... | 11 | 75 | 18 | 75 | | | | |
| Gillies..... | Sask..... | 56 | 14 | 24 | 00 | | | | |
| Gillies Depot..... | Nipissing..... | 495 | 37 | 60 | 00 | | | 3 | 75 |
| Gillies Hill..... | Bruce, S.R..... | 41 | 50 | 22 | 50 | | | | |
| Gillies Lake..... | North Cape Breton and Victoria..... | 4 | 00 | 18 | 75 | | | | |
| Gillies Point..... | North Cape Breton and Victoria..... | 2 | 25 | 18 | 75 | | | | |
| Gillie's Point, East..... | North Cape Breton and Victoria..... | 5 | 50 | 18 | 75 | | | | |
| Gillingham..... | Alta..... | 121 | 57 | 48 | 75 | | | 3 | 75 |
| Gillis Cove..... | Inverness..... | 25 | 75 | 18 | 75 | | | | |
| Gilman..... | Brome..... | 19 | 40 | 18 | 75 | | | | |
| Gilmour..... | Hastings, E.R..... | 114 | 83 | 72 | 50 | | | 3 | 75 |
| Gilolo..... | Selkirk..... | 37 | 00 | 18 | 75 | 9 | 00 | | |
| Gilpen..... | Strathcona..... | 63 | 89 | 28 | 50 | | | | |
| Gingras..... | Lotbiniere..... | 6 | 50 | 18 | 75 | | | | |
| Girard..... | St. John & Iberville..... | 47 | 00 | 18 | 75 | | | | |
| Giroux..... | Provencher..... | 120 | 20 | 48 | 00 | | | 3 | 75 |
| Giroux Lake..... | Nipissing..... | 551 | 00 | + 291 | 25 | | | + 32 | 91 |
| Glacier..... | Kootenay..... | 417 | 64 | 195 | 00 | | | 18 | 75 |
| Gladstone..... | Middlesex, E.R..... | 75 | 25 | 29 | 00 | | | | |
| Gladstone..... | Victoria..... | 8 | 60 | 18 | 75 | | | | |
| Gladwyn..... | Victoria..... | 13 | 00 | 18 | 75 | | | | |
| Gladys..... | Calgary..... | 127 | 63 | 51 | 00 | 7 | 50 | 3 | 75 |
| Glamorgan..... | Durham..... | 4 | 50 | 18 | 75 | | | | |
| Glandine..... | Victoria & Haliburton..... | 4 | 00 | 4 | 16 | | | | |
| Glanford Station..... | Wentworth..... | 35 | 50 | 18 | 75 | | | | |
| Glanmire..... | Hastings, E.R..... | 18 | 75 | 18 | 75 | | | | |
| Glanworth..... | Middlesex, E.R..... | 161 | 02 | 61 | 50 | | | 3 | 75 |
| Glascott..... | Grey, S.R..... | 6 | 50 | 18 | 75 | | | | |
| Glasgow..... | Ontario, N.R..... | 20 | 90 | 18 | 75 | | | | |
| Glasgow Station..... | North Cape Breton and Victoria..... | 12 | 50 | 18 | 75 | | | | |
| Glassburn..... | Renfrew, S.R..... | 100 | 40 | 52 | 50 | | | 3 | 75 |
| Glaude..... | Antigonishe..... | 16 | 00 | 18 | 75 | | | | |
| Gleason Road..... | Westmoreland..... | 6 | 50 | 18 | 75 | | | | |
| Glebe Road..... | Charlotte..... | 19 | 25 | 18 | 75 | | | | |
| Glen Adelaide..... | Antigonishe..... | 9 | 25 | 18 | 75 | | | | |
| Glen Alda..... | Assa, East..... | 61 | 60 | 42 | 00 | | | 3 | 75 |
| Glen Almond..... | Peterborough, E.R..... | 19 | 25 | 18 | 75 | | | | |
| Glen Alpine..... | Labelle..... | 49 | 24 | 21 | 25 | | | | |
| Glen Andrew..... | Antigonishe..... | 25 | 21 | 18 | 75 | | | | |
| Glen Anglin..... | Prescott..... | 61 | 75 | 22 | 50 | | | | |
| Glenarman..... | Gloucester..... | 23 | 17 | 18 | 75 | | | | |
| Glenarm..... | Huron, E.R..... | 44 | 65 | 22 | 50 | | | | |
| Glen Bean..... | Victoria & Haliburton..... | 191 | 62 | 79 | 50 | 2 | 25 | 7 | 50 |
| Glen Becker..... | Wright..... | 68 | 50 | 24 | 00 | | | | |
| Glenbervie..... | Dundas..... | 30 | 30 | 18 | 75 | | | | |
| Glenburnie..... | Colchester..... | 34 | 45 | 18 | 75 | | | | |
| Glencairn..... | Frontenac..... | 43 | 00 | 21 | 00 | | | | |
| Glencairn..... | Simcoe, S.R..... | 212 | 73 | 90 | 00 | | | 7 | 50 |
| Glencairn..... | Dauphin..... | 31 | 66 | 22 | 50 | | | | |
| Glencoe..... | Inverness..... | 4 | 60 | 18 | 75 | 2 | 25 | | |

a Closed 1-9-06. + Including \$81.25 arrears salary and \$10.41 arrears rent.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|--------------------------|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Glencoe | Restigouche, N. B. | 11 00 | 18 75 | | | |
| Glencoe Mills | Inverness, N. S. | 11 79 | 18 75 | | | |
| Glen Colin | Elgin, E. R. | 51 88 | 18 75 | | | |
| b Glen Brook | Glengarry, O. | 43 00 | 10 41 | | | |
| Glencorradale | King's, P. E. I. | 12 00 | 18 75 | | | |
| Glencope | Guysborough, N. S. | 4 00 | 18 75 | | | |
| Glenecross | Lisgar, M. | | 18 75 | | | |
| Glen Cross | Dufferin, O. | 19 09 | 18 75 | | | |
| Glendale | Middlesex, E. R. | 26 30 | 18 75 | | | |
| Glendale | Inverness, N. S. | 58 54 | 24 00 | | | |
| Glendale | Portage la Prairie, M. | 36 40 | 18 75 | | | |
| Glendinning | Souris, M. | 29 36 | 18 75 | 0 75 | | |
| Glen Donald | Glengarry, O. | 12 50 | 18 75 | | | |
| Glendower | Frontenac, O. | 28 90 | 18 75 | | | |
| Glendyer | Inverness, N. S. | 104 25 | 42 00 | 3 75 | | |
| Gleneden | Grey, S. R. | 38 26 | 18 75 | | | |
| Glen Elbe | County of Brockville, O. | 42 54 | 24 00 | | | |
| Glenelg | Guysborough, N. S. | 44 12 | 30 75 | 3 75 | | |
| Glenemma | Yale & Caribou, B. C. | 16 65 | 18 75 | | | |
| Glenfanning | King's, P. E. I. | 11 00 | 18 75 | | | |
| Glen Farrow | Huron, E. R. | 34 95 | 18 75 | | | |
| Glenfield | Lennox & Addington, O. | 10 25 | 18 75 | | | |
| Glenfinnan | Queen's, P. E. I. | 7 95 | 18 75 | | | |
| Glenforsa | Marquette, M. | 17 05 | 27 75 | | | |
| Glengarry | Inverness, N. S. | 3 25 | 18 75 | | | |
| Glengarry | Prince, P. E. I. | 10 25 | 18 75 | | | |
| Glengarry Station | Pictou, N. S. | 78 00 | 42 00 | 8 25 | 3 75 | |
| Glengarry Valley | South Cape Breton, N. S. | 9 00 | 18 75 | | | |
| Glenholm | Dauphin, M. | 5 00 | 18 75 | | | |
| Glen Huron | Simcoe, N. R. | 132 68 | 64 50 | | 3 75 | |
| Glenhurst | Assa, W. | 45 98 | 18 75 | 1 25 | | |
| Glenila | Parry Sound, O. | 8 00 | 18 75 | | | |
| †Glen Island | Lennox & Addington, O. | 1 00 | 80 00 | | 5 00 | |
| Glen Iver | Sherbrooke, Q. | 50 25 | 21 25 | | | |
| Glenlea | Provencher, M. | 37 73 | 18 75 | | | |
| Glenlivet | Wright, Q. | 22 45 | 18 75 | | | |
| Glenlivet | Restigouche, N. B. | 27 17 | 18 75 | | | |
| Glen Lloyd | Megantic, Q. | 20 46 | 18 75 | | | |
| a Glenlogan | Sask., Sask. | 22 00 | 4 16 | | | |
| Glenlyon | Dauphin, M. | 8 70 | 18 75 | | | |
| Glen Major | Ontario, N. R. | 29 00 | 18 75 | | | |
| Glen Margaret | Halifax, N. S. | 62 98 | 27 00 | 19 50 | | |
| Glen Martin | King's, P. E. I. | 14 00 | 18 75 | | | |
| Glen Mary | Humboldt, Sask. | 29 06 | 18 75 | 3 75 | | |
| Glen Meyer | Norfolk, O. | 136 42 | 52 50 | 2 25 | 3 75 | |
| Glen Millar | Hastings, W. R. | 56 83 | 26 00 | | | |
| Glenmore | Grenville, O. | 7 00 | 18 75 | | | |
| Glenmore | Halifax, N. S. | 8 20 | 18 75 | | | |
| Glen Morrison | South Cape Breton, N. S. | 10 30 | 18 75 | | | |
| Glen Murray | Megantic, Q. | 31 95 | 18 75 | 3 00 | | |
| Glennevis | Glengarry, O. | 55 35 | 31 50 | | | |
| Glen Norman | Glengarry, O. | 67 42 | 30 00 | | | |
| Glen Oak | Middlesex, W. R. | 29 25 | 18 75 | | | |
| Glenora | Souris, M. | 90 00 | 26 25 | 2 50 | | |
| Glenora Falls | Inverness, N. S. | 18 71 | 18 75 | | | |
| Glen Orchard | Muskoka, O. | 40 11 | 21 00 | 10 00 | | |
| Glenorchy | Halton, O. | 33 70 | 18 75 | | | |

a Opened 1-2-07.

b Opened 1-11-06.

* Including \$9 night allowance.

† Summer office.

‡ Including \$12 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------------|---------------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Glenpayne | Stormont | O 35 25 | 18 75 | | |
| Glen Porter | Northumberland | N.B 3 50 | 18 75 | | |
| Glen Rae | Lambton, E.R. | O 89 20 | 40 50 | | 3 75 |
| Glen Road | Antigonishe | N.S 8 00 | 18 75 | | |
| Glen Ross | Hastings, W.R. | O 41 50 | 18 75 | | |
| Glenroy | Glengarry | O 99 47 | 45 00 | 4 50 | 3 75 |
| Glen Sandfield | Glengarry | O 92 48 | 45 00 | | 5 75 |
| Glen Shee | Norfolk | O 41 40 | 18 75 | | |
| Glen Smail | Grenville | O 24 59 | 18 75 | | |
| Glen Smith | Dauphin | M 26 37 | 41 00 | 3 00 | 2 50 |
| Glen Stewart | Dundas | O 57 39 | 29 00 | | |
| Glen Sutton | Brome | O 184 16 | 86 25 | | 7 50 |
| Glen Titus | King's & Albert | N.B 22 85 | 18 75 | | |
| Glen Ujg (Pleasant Valley) | Antigonishe | N.S 9 40 | 18 75 | | |
| Glenvale | Frontenac | O 57 77 | 18 75 | | |
| Glenvale | Westmoreland | N.B 5 00 | 18 75 | | |
| Glen Valley | Assa, West | Sask 24 91 | 18 75 | | |
| Glen Valley | New Westminster | B.C 24 60 | 18 75 | | |
| Glen View | Lanark, S.R. | O 25 73 | 18 75 | | |
| aGlenview | Calgary | Alta 43 97 | 12 50 | | |
| Glenvilla | Stanstead | Q 65 00 | 63 75 | | 1 25 |
| Glenville | York, N.R. | O 18 00 | 18 75 | | |
| Glenville | Inverness | N.S 35 50 | †28 50 | | |
| Glen Walter | Glengarry | O 31 94 | 21 00 | | |
| Glenwell | Qu'Appelle | Sask 78 97 | 18 75 | | |
| Glen William | King's | P.E.I 11 73 | 18 75 | | |
| Glen Willow | Middlesex, W.R. | O 21 63 | 18 75 | | |
| Glenwood | New Westminster | B.C 41 66 | 21 25 | | |
| Glenwood | King's & Albert | N.B 27 73 | 18 75 | | |
| Glenwood, lot 8 | Prince | P.E.I 46 15 | 18 75 | | |
| Glenwood Station | Kent, W.R. | O 81 70 | 37 00 | | 2 50 |
| Gobeil | Charlevoix | Q 23 00 | 18 75 | | |
| Goble's | Oxford, N.R. | O 159 35 | 82 50 | | 7 50 |
| Godbout | Chicoutimi & Saguenay | Q 27 11 | 31 25 | | |
| Godfrey | Frontenac | O 145 56 | 52 50 | 3 00 | 3 75 |
| Godolphin | Northumberland | E.R.O 15 25 | 18 75 | | |
| Goff's | Halifax | N.S 44 55 | 18 75 | 2 25 | |
| c Go Home | Simcoe, E.R. | O 50 00 | 66 00 | | 5 00 |
| Goldburn Valley | Humboldt | Sask 7 25 | 18 75 | | |
| Goldenburgh | Algoma, E.R. | O 17 30 | 18 75 | | |
| Golden Grove | St. John | N.B 5 00 | 18 75 | | |
| Golden Grove Mills | St. John | N.B 5 00 | 18 75 | | |
| Golden Plain | Assa, East | Sask 53 68 | 30 00 | | |
| Golden Stream | Portage la Prairie | M 21 31 | 18 75 | | |
| Golden Valley | Parry Sound | O 65 85 | 34 00 | | 2 50 |
| Goldfield | Stormont | O 10 00 | 18 75 | | |
| Gold River | Lunenburg | N.S 102 24 | 42 00 | | 3 75 |
| Gold Rock | Thunder Bay & Rainy River | O 197 00 | 82 50 | | 7 50 |
| Goldsmith | Essex, S.R. | O 10 00 | 18 75 | | |
| Goldstone Station | Wellington, N.R. | O 50 46 | 27 00 | | |
| Goldstream | Nanaimo | B.C 58 21 | 18 75 | | |
| Goldwin | Pontiac | O 25 93 | 18 75 | | |
| Goldspie | Oxford, N.R. | O 176 12 | 87 00 | | 7 50 |
| Gondola Point | King's & Albert | N.B 54 25 | 18 75 | | |
| Gonor | Selkirk | M 93 65 | 25 50 | | |
| Good Corner | Carleton | N.B 21 15 | 18 75 | | |
| Good Hope | Edmonton | Alta 7 00 | 2 08 | | |

† Including \$7.50 night allowance.

a Opened 1-10-06.

b Opened 1-3-07.

c Summer office.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (Based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Goodwin Mill | Gloucester..... N.B | 29 00 | 18 75 | | |
| Goodwood | Ontario, N.R..... O | 221 38 | 99 00 | | 11 25 |
| Gooseberry Cove | St. John..... N.B | 9 75 | 18 75 | | |
| Goose Creek | St. John..... N.B | 6 25 | 18 75 | | |
| Goose Lake | Qu'Appelle..... Sask | 44 20 | 18 75 | | |
| Goose River | Kings..... P.E.I | 4 00 | 18 75 | | |
| Gordon | Assa, East..... Sask | 8 25 | 18 75 | | |
| Gordon | Essex, S.R..... O | 85 80 | 55 50 | | 3 75 |
| Gordon Bay | Parry Sound..... O | 140 58 | 68 00 | | 6 25 |
| Gordon Head | Nanaimo..... B.C | 37 75 | 18 75 | | |
| Gordon Lake | Algoma, W.R..... O | 122 41 | 45 00 | 2 25 | 3 75 |
| Gordonsville | Carleton..... N.B | 64 00 | 21 00 | | |
| Gordonville | Wellington, N.R..... O | 40 79 | 21 00 | | |
| Gore | Hants..... N.S | 106 29 | 34 50 | 3 75 | 3 75 |
| Gore | Richmond & Wolfe..... Q | 49 00 | 22 50 | | |
| Goring | Grey, E.R..... O | 23 50 | 18 75 | | |
| Gorlitz | Assa, East..... Sask | 12 25 | 18 75 | | |
| Gorman | Renfrew, S.R..... O | 25 00 | 18 75 | | |
| Gornley | York, C.R..... O | 147 00 | 51 00 | | 3 75 |
| Goshen | King's & Albert..... N.B | 12 10 | 18 75 | 2 25 | |
| Goshen | Guysborough..... N.S | 49 00 | 27 00 | | |
| Goshen Road | Richmond & Wolfe..... Q | 19 61 | 18 75 | | |
| Goschen | Assa, East..... Sask | 14 25 | 18 75 | | |
| Gosford | Portneuf..... Q | 12 10 | 18 75 | | |
| Gosport | Lennox & Addington..... O | 29 88 | 18 75 | | |
| Gosselin's Mills | Compton..... Q | 20 55 | 18 75 | | |
| Goulais Bay | Algoma, W.R..... O | 37 00 | 18 75 | | |
| Goulais River | Algoma, W.R..... O | 33 30 | 18 75 | | |
| Gould | Compton..... Q | 155 40 | 78 75 | 8 25 | 7 50 |
| Gould Station | Compton..... Q | 66 00 | 28 50 | | |
| Goupil | Drummond & Arthabaska..... Q | 7 42 | 18 75 | | |
| Gourrock | Wellington, S.R..... O | 152 05 | 73 50 | | 6 25 |
| Govan | Humboldt..... Sask | 21 08 | 18 75 | | |
| Gowan Brae | King's..... P.E.I | 22 00 | 18 75 | | |
| Gowanstown | Perth, N.R..... O | 86 30 | 60 00 | 21 00 | 3 75 |
| Gowland Lake | Mackenzie..... Sask | 20 41 | 18 75 | | |
| Gowland Mountain | King's & Albert..... N.B | 7 00 | 18 75 | | |
| Gowrie | Perth, S.R..... O | 52 13 | 18 75 | | |
| Graburn | Assa, West..... Alta | 22 99 | 24 00 | | |
| Grafton | Carleton..... N.B | 51 00 | 24 00 | | |
| Grafton | King's..... N.S | 122 23 | 57 00 | | 3 75 |
| Graham | Vaudreuil..... Q | 97 90 | 35 00 | | 2 50 |
| Graham | Brockville..... O | 14 90 | 18 75 | | |
| Graham's Road | Queen's..... P.E.I | 24 50 | 18 75 | | |
| Grahamsville | Peel..... O | 34 90 | 18 75 | | |
| Grainfield | Northumberland..... N.B | 16 70 | 18 75 | | |
| Grainland | Strathcona..... Alta | 7 00 | | | |
| Granboro | Shefford..... Q | 17 00 | 18 75 | | |
| Grande Anse | Richmond..... N.S | 31 75 | 18 75 | 1 25 | |
| Grande Bay | King's & Albert..... N.B | 120 90 | 43 50 | | 3 75 |
| Grand Bend | Huron, S.R..... O | 250 81 | 96 00 | | 7 50 |
| Grand Chicot | Two Mountains..... Q | 8 00 | 18 75 | | |
| Grand Grève | Richmond..... N.S | 13 00 | 8 33 | | |
| Grande Clairière | Souris..... M | 56 10 | 30 00 | | |
| Grand Désert | Halifax..... N.S | 43 48 | 19 50 | | |
| Grande Entrée | Gaspé..... Q | 77 00 | 43 00 | 7 50 | 3 75 |
| Grande Frièrerie | Two Mountains..... Q | 83 75 | 33 75 | | 3 75 |
| Grande Montagne | Beauce..... Q | 35 96 | 22 25 | | |

a Opened 1-12-06.

b Credit for new office not yet opened.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allowance. | | Rent Allowance. | |
|--------------------------|---|----------|------|---|------|-----------------------|------|--------------------|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Grande Pointe..... | Provencher.....M | 124 | 34 | 43 | 50 | 2 | 25 | 3 | 75 |
| Grande Prairie..... | Yale & Cariboo.....B.C | 99 | 55 | 30 | 00 | | | | |
| Grandes Coudées..... | Beauce.....Q | 16 | 50 | 18 | 75 | | | | |
| Grand Falls Portage..... | Victoria.....N.B | 9 | 20 | 18 | 75 | | | | |
| Grands Fonds..... | Charlevoix.....Q | 8 | 00 | 18 | 75 | | | | |
| Grandigüe..... | Kent.....N.B | 43 | 00 | 18 | 75 | 2 | 25 | | |
| Grandique Ferry..... | Richmond.....N.S | 13 | 00 | 18 | 75 | | | | |
| Grand Lake..... | South Cape Breton.....N.S | 5 | 00 | 18 | 75 | | | | |
| Grand Lake Station..... | Halifax.....N.S | 11 | 70 | 18 | 75 | | | | |
| Grand Mira, North..... | South Cape Breton.....N.S | 9 | 00 | 18 | 75 | | | | |
| Grand Mira, South..... | South Cape Breton.....N.S | 8 | 00 | 18 | 75 | | | | |
| Grand Narrows..... | North Cape Breton & Victoria.....N.S | 121 | 02 | 60 | 00 | | | 3 | 75 |
| Grand Pabos..... | Gaspé.....Q | 109 | 50 | †69 | 50 | 0 | 75 | 3 | 75 |
| d Grand Pabos, West..... | Gaspé.....Q | 10 | 00 | 6 | 25 | | | | |
| Grand Pré..... | Maskinonge.....Q | 14 | 00 | 18 | 75 | | | | |
| Grand Rang..... | Dorchester.....Q | 31 | 41 | 18 | 75 | 2 | 25 | | |
| Grands Rapides..... | Mackenzie.....Sask | 18 | 63 | 18 | 75 | | | | |
| Grand River Falls..... | Richmond.....N.S | 19 | 00 | 18 | 75 | | | | |
| Grand Saint Esprit..... | Nicolet.....Q | 84 | 20 | 24 | 00 | | | | |
| Grand Saint Louis..... | Nicolet.....Q | 11 | 00 | 18 | 75 | | | | |
| Grande Tracadie..... | Queen's.....P.E.I | 60 | 10 | 21 | 00 | | | | |
| Grande Vallée..... | Gaspé.....Q | 206 | 04 | 71 | 25 | | | 7 | 50 |
| Grandview..... | York.....N.B | 59 | 04 | 31 | 50 | | | | |
| Grandview..... | Queen's.....P.E.I | 37 | 00 | 25 | 50 | 5 | 25 | | |
| Grange..... | Macdonald.....M | 18 | 75 | 18 | 75 | | | | |
| Granger..... | Dufferin.....O | 18 | 75 | 18 | 75 | | | | |
| Granite Creek..... | Yale & Caribou.....B.C | 72 | 97 | 36 | 00 | | | 3 | 75 |
| Granite Hill..... | Parry Sound.....O | 23 | 28 | 18 | 75 | 2 | 25 | | |
| Granite Hill..... | York.....N.B | 26 | 74 | 18 | 75 | | | | |
| Granite Village..... | Shelburne & Queen's.....N.S | 33 | 20 | 22 | 50 | | | | |
| Graniteville..... | Stanstead.....Q | 98 | 00 | 40 | 50 | | | 3 | 75 |
| Grant..... | Russell.....O | 16 | 50 | 18 | 75 | | | | |
| Grant..... | Westmoreland.....N.B | 33 | 73 | 18 | 75 | | | | |
| Grantham..... | Comox-Atlin.....B.C | 11 | 00 | 18 | 75 | | | | |
| Granthurst..... | Oxford, N.R.....C | 23 | 50 | 19 | 50 | | | | |
| Grantley..... | Dundas.....O | 108 | 48 | 52 | 50 | | | 3 | 75 |
| Granton..... | Pictou.....N.S | 14 | 00 | 18 | 75 | | | | |
| Grant's Corners..... | Glengarry.....O | 43 | 80 | 18 | 75 | | | | |
| Granville..... | Queen's.....P.E.I | 43 | 25 | 18 | 75 | | | | |
| a Grasset..... | Algoma, E.R.....O | 10 | 50 | 16 | 66 | | | | |
| Grassmere..... | Muskoka.....O | 2 | 00 | *20 | 25 | | | | |
| Grass River..... | Dauphin.....M | 13 | 00 | 18 | 75 | | | | |
| Grassy Lake..... | Alta.....Alta | 140 | 55 | ††71 | 25 | | | 3 | 75 |
| Grassie..... | Lincoln.....O | 108 | 87 | 49 | 00 | 4 | 50 | 3 | 75 |
| Grattan..... | Northumberland.....N.B | 12 | 23 | 18 | 75 | | | | |
| Grattan..... | Renfrew, S.R.....O | 74 | 00 | 31 | 50 | | | | |
| Grattan Corner..... | Prescott.....O | 30 | 95 | 18 | 75 | | | | |
| Gravel Hill..... | Stormont.....O | 21 | 50 | 18 | 75 | | | | |
| Gray..... | Qu'Appelle.....Sask | 24 | 25 | 18 | 75 | | | | |
| Graystock..... | Peterboro', E.R.....O | 11 | 00 | 18 | 75 | | | | |
| Graysville..... | Macdonald.....M | 112 | 22 | 54 | 00 | 3 | 75 | 3 | 75 |
| Graytown..... | Qu'Appelle.....Sask | 91 | 46 | 36 | 00 | | | 3 | 75 |
| b Great Deer..... | Sask.....Sask | 36 | 67 | 16 | 66 | | | | |
| Great Desert..... | Nipissing.....O | 17 | 75 | 18 | 75 | | | | |
| Greece's Point..... | Argenteuil.....Q | 95 | 39 | 41 | 25 | | | 3 | 75 |
| Greeley..... | Russell.....O | 59 | 62 | 21 | 00 | | | | |

* Including \$1.50 special salary allowance.
a Opened 1-8-05.

† Including \$13.50 night allowance.
b Opened 1-8-06.

†† Including \$22.50 night allowance.
d Opened 1-1-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|--------------------------------------|--------------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Greenbank..... | Ontario, S.R..... | O 177 27 | 85 00 | | 7 50 |
| Green Bay..... | Algoma, E.R..... | O 45 00 | 19 50 | | |
| Greenbush..... | Brockville..... | O 111 14 | 54 00 | | 3 75 |
| Greenbush..... | York..... | N.B. 7 00 | 18 75 | | |
| Green Cove..... | North Cape Breton & Victoria..... | N.S. | 2 68 | | |
| Greendale..... | Antigonish..... | N.S. 6 25 | 18 75 | | |
| Greenfield..... | Carleton..... | N.B. 19 50 | 18 75 | | |
| Greenfield..... | Shelburne & Queen's..... | N.S. 109 80 | 43 50 | 2 25 | 3 75 |
| Greenfield..... | Colchester..... | N.S. 45 25 | 18 75 | | |
| Greenfield..... | King's..... | P.E.I. 5 00 | 18 75 | | |
| Green Harbour..... | Shelburne & Queen's..... | N.S. 35 45 | 18 75 | | |
| Green Hill..... | Cumberland..... | N.S. 9 28 | 18 75 | | |
| Green Hill..... | Pictou..... | N.S. 24 30 | 18 75 | | |
| Green Hill..... | York..... | N.B. 28 96 | 18 75 | | |
| Green Lake..... | Sask..... | Sask. 51 71 | 26 25 | | |
| Green Lake..... | York..... | N.B. 9 05 | 18 75 | | |
| Greenland..... | Annapolis..... | N.S. 9 20 | 18 75 | | |
| Greenland..... | Provencher..... | M 51 70 | 18 75 | | |
| Greenlay..... | Richmond & Wolfe..... | Q 137 61 | 41 25 | | 3 75 |
| Greenmount..... | Prince..... | P.E.I. 25 15 | 18 75 | | |
| Green Mountain..... | Yale & Caribou..... | B.C. 17 25 | 18 75 | | |
| Greenock..... | Bruce, S.R..... | O 71 55 | 32 00 | | |
| Green Point..... | Prince Edward..... | O 14 00 | 18 75 | | |
| Green Point..... | Gloucester..... | N.B. 103 30 | 43 50 | | 3 75 |
| Green Ridge..... | Provencher..... | M 50 86 | 24 00 | | |
| Green River..... | Témiscouata..... | Q 30 48 | 18 75 | | |
| Green River..... | Ontario, S.R..... | O 113 39 | 54 00 | | 3 75 |
| Green River Station..... | Victoria..... | N.B. 137 25 | 40 50 | | 3 75 |
| Green Road..... | Carleton..... | N.B. 16 30 | 18 75 | | |
| Green's Brook..... | Pictou..... | N.S. 16 20 | 18 75 | | |
| Green's Creek..... | Colchester..... | N.S. 15 50 | 18 75 | | |
| Greenvale..... | Pictou..... | N.S. 5 00 | 18 75 | | |
| Greenvale..... | King's..... | P.E.I. 16 20 | 18 75 | | |
| Green Valley..... | Glengarry..... | O 86 85 | 43 50 | 39 00 | 3 75 |
| Greenview..... | Hastings, E.R..... | O 35 93 | 18 75 | | |
| Greenville Station..... | Cumberland..... | N.S. 46 03 | 26 25 | 5 25 | |
| Greenway..... | Huron, S.R..... | O 133 58 | 57 00 | | 3 75 |
| Greenway..... | Souris..... | M 165 74 | 84 00 | 5 00 | 7 50 |
| Greenwich..... | King's..... | P.E.I. 10 00 | 18 75 | | |
| Greenwich Hill..... | King's & Albert..... | N.B. 39 25 | 18 75 | | |
| Greenwood..... | Selkirk..... | M 15 95 | 18 75 | | |
| Greenwood..... | King's..... | N.S. 22 41 | 18 75 | | |
| Greer..... | St. John..... | N.B. 25 00 | 18 75 | | |
| Greer Mount..... | Pontiac..... | Q 34 17 | 18 75 | | |
| Gregory..... | Muskoka..... | O 119 42 | 41 25 | 6 00 | 3 75 |
| Grenadier Island..... | Brockville..... | O 66 00 | 30 00 | | |
| Grenfel..... | Simcoe, N.R..... | O 15 50 | 18 75 | | |
| Grenier..... | Beauce..... | Q 17 95 | 18 75 | | |
| Gresham..... | Bruce, N.R..... | O 37 05 | 18 75 | | |
| Gretna..... | Lennox & Addington..... | O 14 00 | 18 75 | | |
| Grey's Mills..... | King's & Albert..... | N.B. 18 60 | 18 75 | | |
| Greywood..... | Annapolis..... | N.S. 24 00 | 18 75 | | |
| Griersford..... | Renfrew, N.R..... | O 9 60 | 18 75 | | |
| Grierson..... | Calgary..... | Alta 14 18 | 18 75 | | |
| Griersville..... | Grey, N.R..... | O 33 55 | 18 75 | | |
| Griffin..... | Stanstead..... | Q 19 46 | 18 75 | | |
| Griffin Cove..... | Gaspé..... | Q 128 40 | 163 50 | | 3 75 |

c Closed 1-8-06. + Including \$11 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------|-----------------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Griffin's Corners | Elgin, E.R. | 0 | 31 70 | 21 25 | |
| Griffith | Renfrew, S.R. | 0 | 61 60 | 45 00 | 12 00 3 75 |
| Grimby Centre | Lincoln | 0 | 10 00 | 18 75 | |
| 2/4 Grimby Park | Lincoln | 0 | | | |
| Grimsthorpe | Algoma, E.R. | 0 | 39 86 | 18 75 | |
| Grimston | Grey, S.R. | 0 | 6 00 | 18 75 | |
| Gronclines East | Portneuf | Q | 46 09 | 18 75 | |
| Gronclines Station | Portneuf | Q | 33 96 | 18 75 | |
| Gros Morne | Gaspé | Q | 28 00 | 18 75 | |
| a Gros Ventre | Assa, West | Alta | 12 00 | 4 16 | |
| Grosses Coques | Digby | N.S | 83 06 | 33 00 | |
| Grosses Roches | Rimouski | Q | 44 00 | 131 50 | |
| Grosvenor | Guy's-borough | N.S | 18 25 | 18 75 | |
| Grove Park | Assa, East | Sask | 5 00 | 18 75 | |
| Groves-end | Elgin, E.R. | 0 | 40 05 | 18 75 | |
| Groves Point | North Cape Breton and Victoria | N.S | 14 50 | 18 75 | |
| Groveton | Grenville | 0 | 17 79 | 18 75 | |
| Gruber | Dauphin | M | 20 67 | 133 00 | |
| Grund | Souris | M | 11 00 | 18 75 | |
| Grunthal | Provencher | M | 73 40 | 27 00 | |
| Gueguen | Kent | N.B | 33 30 | 18 75 | |
| Guerin | Peterborough, E.R. | 0 | 5 00 | 18 75 | |
| Guilds | Kent, W.R. | 0 | 97 50 | 48 00 | 3 75 |
| Guimond | Kent | N.B | 18 75 | 18 75 | |
| Gulf Shore | Cumberland | N.S | 10 00 | 18 75 | |
| Gull Cove | South Cape Breton | N.S | 14 00 | 18 75 | |
| Gull Creek | Lennox & Addington | 0 | 28 75 | 18 75 | |
| Gull Lake | Assa, West | Sask | 546 89 | 52 50 | 3 75 |
| Gully | Strathcona | Sask | 32 78 | 21 00 | |
| Gunning Cove | Shelburne & Queen's | N.S | 95 36 | 45 00 | 2 25 3 75 |
| Gunter | Hastings, E.R. | 0 | 188 30 | 75 00 | 7 50 |
| Guntton | Selkirk | M | 105 03 | 18 75 | |
| Gutelius | Kootenay | B.C | 18 69 | 18 75 | |
| Guthrie | Simcoe, N.R. | 0 | 49 25 | 23 25 | |
| Guthrie | Missisquoi | Q | 23 50 | 18 75 | |
| Guy's-borough | Norfolk | 0 | 107 92 | 35 00 | 2 50 |
| Guy's-borough Intervale | Guy's-borough | N.S | 31 15 | 18 75 | 2 25 |
| Gwyne | Strathcona | Alta | 2 00 | 18 75 | |
| Gypsum Mines | Haldimand | 0 | 37 08 | 18 75 | |
| Gypsumville | Dauphin | M | 16 74 | 18 75 | |

| | | | | | |
|--------------------|--------------------|------|-------|-------|-----------|
| H ABERMEHL | Grey, S.R. | 0 | 15 50 | 18 75 | |
| Hackett's Cove | Halifax | N.S | 62 00 | 22 50 | |
| Haddo | Dundas | 0 | 32 00 | 18 75 | |
| Hadlington | Peterborough, E.R. | 0 | 21 16 | 18 75 | |
| Hadlow Cove | Lévis | Q | 95 50 | 56 25 | 8 25 3 75 |
| Hagan | Nanaimo | B.C | 21 50 | 18 75 | |
| Hagensborg | Comox-Atlin | B.C | 55 25 | 24 00 | |
| Hage-man's Corners | York, C.R. | 0 | 45 95 | 24 00 | |
| hHaglof | Humboldt | Sask | 22 00 | 2 08 | |
| Hainville | Dundas | 0 | 71 47 | 33 75 | 3 75 |
| h Harry Hill | Edmonton | Alta | 54 79 | 37 50 | 3 75 |
| Halbstadt | Lisgar | M | 22 75 | 18 75 | |
| Halcomb | Northumberland | N.B | 6 25 | 18 75 | |

a Opened 1-2-07.

b Summer Office.

c Opened 1-3-07.

d Late Soda Lake, opened 1-2-07.

† Including 89 night allowance.

‡ Including 812 night allowance.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|------------------------------|-------------------------|----------|---|----------------------------|-------------------------|
| | | § cts | § cts. | § cts. | § cts. |
| Halcro | Humboldt Sask | 32 00 | 18 75 | | |
| Halcyonia | Sask. | 66 50 | 18 75 | | |
| Haldane Hill | Parry Sound O | 37 14 | 24 00 | | |
| Haldimand | Gaspé Q | 45 00 | 430 00 | | |
| Half Island Cove | Guysborough N.S | 46 00 | 41 25 | | |
| Halfway | Nipissing O | 147 77 | 48 75 | | 3 75 |
| Halfway Brook | Colchester N.S | 37 00 | 18 75 | 2 25 | |
| Halfway Cove | Guysborough N.S | 23 50 | 26 25 | | |
| a Halfway Lake | Edmonton Alta | 10 08 | 14 58 | | |
| Halfway River-Station | Cumberland N.S | 42 01 | 21 00 | 6 75 | |
| Haliburton | Prince P.E.I | 33 50 | 18 75 | | |
| Hallerton | Huntingdon Q | 91 36 | 34 50 | | 2 50 |
| Halloway | Hastings, E.R. O | 77 05 | 33 00 | | |
| Hall's Bridge | Peterborough, W.R. O | 161 25 | 70 50 | 7 50 | 6 25 |
| Hall's Glen | Peterborough, E.R. O | 37 75 | 18 75 | | |
| Hall's Harbour | King's N.S | 37 60 | 18 75 | | |
| Hall's Lake | Victoria & Haliburton O | 27 50 | 18 75 | | |
| Hall's Mills | Lanark, N.R. O | 38 75 | 18 75 | | |
| Hall's Prairie | New Westminster B.C | 50 70 | 27 00 | | |
| Hall's Stream | Compton Q | 13 35 | 18 75 | 3 75 | |
| Hallville | Dundas O | 183 27 | 75 00 | | 7 50 |
| Halpenny | Lanark, N.R. O | 9 50 | 18 75 | | |
| Halstead | Dauphin M | 2 00 | 18 75 | | |
| Halston | Hastings, E.R. O | 16 15 | 18 75 | | |
| Halverson | Pontiac Q | 25 55 | 18 75 | | |
| Hamar | Qu'Appelle Sask | 39 98 | 18 75 | | |
| Hamelin | Portneuf Q | 35 33 | 24 00 | | |
| Hamill's Point | Muskoka O | 105 00 | 54 00 | | 5 00 |
| Hamilton | Prince P.E.I | 27 00 | 18 75 | | |
| Hamilton Beach | Wentworth O | 91 00 | 36 00 | | |
| Hamilton Cove | Chicoutimi & Saguenay Q | 128 04 | 72 50 | 4 50 | 3 75 |
| Hamilton Mountain | Simbury & Queen's N.B | 12 75 | 18 75 | | |
| b Hamilton, sub-office No. 6 | Hamilton, W. O | | | | |
| Hamilton, sub-office No. 7 | Hamilton, W. O | | | | |
| Hamlet | Simcoe, E.R. O | 136 81 | 72 00 | | 7 50 |
| Hammond Plains | Halifax N.S | 37 20 | 18 75 | | |
| Hammondvale | King's & Albert N.B | 34 38 | 30 00 | 3 75 | |
| Hamona | Assa East Sask | 24 65 | 18 75 | | |
| Hampden | Grey, S.R. O | 32 89 | 18 75 | | |
| Hampshire | Queen's P.E.I | 18 16 | 18 75 | | |
| Hampshire Mills | Simcoe, E.R. O | 25 50 | 18 75 | | |
| Hampstead | Perth, N.R. O | 140 00 | 70 50 | | 7 50 |
| Hampton | Queen's P.E.I | 141 93 | 55 50 | 3 75 | 3 75 |
| Hampton | Annapolis N.S | 139 00 | 56 25 | 3 75 | 3 75 |
| c Hamrlik | Dauphin Man | 11 00 | 4 16 | | |
| Hamtown | York N.B | 13 50 | 18 75 | | |
| Hanbury | Nipissing O | 63 51 | 21 00 | | |
| Hanceville | Yale & Caribou B.C | 83 45 | 37 50 | 0 50 | 3 75 |
| Hanford Brook | St. John N.B | 7 00 | 18 75 | | |
| d Handsworth | Qu'Appelle Sask | 6 00 | | | |
| Hanlan | Peel O | 9 85 | 18 75 | | |
| Hanlan | Macdonald M | 16 00 | 18 75 | 10 50 | |
| Hammer | Nipissing O | 222 33 | 61 50 | | 5 00 |
| Hannon | Wentworth O | 60 68 | 27 00 | | |
| Hansford | Cumberland N.S | 61 50 | 28 50 | | |
| Hanson | Qu'Appelle Sask | 10 00 | 18 75 | | |

a Opened 1-9-06. b Opened 21-8-06. c Opened 1-2-07. d Opened 25-3-07. * Including \$7.50 night allowance. † Including \$9 night allowance. ‡ Including \$11.25 night allowance. ‡ Including \$20 special winter salary allowance. For Revenue, &c., see Appendix C, Hamilton sub-offices, &c.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------|-------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Hanwell..... | York..... | N.B | 24 00 | 18 75 | |
| Happy Valley..... | Nanaimo..... | B.C | 13 50 | 18 75 | |
| Harcourt..... | Victoria & Haliburton.. | O | 101 00 | 55 50 | 3 00 |
| Harbledown..... | Comox-Atlin..... | B.C | 31 18 | 18 75 | |
| Harbord..... | Carleton..... | O | 33 12 | 23 25 | |
| Harbour Road..... | Antigonishe..... | N.S | 12 50 | 18 75 | |
| Harbourville..... | King's..... | N.S | 70 51 | 45 00 | 3 75 |
| Hardwicke..... | Northumberland..... | N.B | 121 65 | 40 50 | 3 75 |
| Hardwood Flat..... | Compton..... | Q | 17 02 | 18 75 | |
| Hardwood Lake..... | Renfrew, S.R..... | O | 13 25 | 18 75 | |
| Hardwood Lands..... | Hants..... | N.S | 13 00 | 18 75 | |
| Harewood..... | Westmoreland..... | N.B | 13 45 | 18 75 | |
| Harkaway..... | Grey, E.R..... | O | 123 20 | 30 00 | |
| a Harland..... | Strathcona..... | Alta | 17 00 | 2 08 | |
| Harlem..... | Leeds..... | O | 77 30 | 23 25 | |
| Harley..... | Brant..... | O | 121 00 | 48 00 | 30 00 |
| Harley Road..... | Sumbury & Queen's.. | N.B | 14 00 | 18 75 | |
| Harlington..... | Dauphin..... | M | 27 31 | 18 75 | |
| Harlock..... | Huron, W.R..... | O | 41 51 | 18 75 | |
| Harlowe..... | Frontenac..... | O | 44 00 | 22 50 | |
| Harmattan..... | Calgary..... | Alta | 50 65 | 31 50 | 4 67 |
| Harmony..... | Algona, W.R..... | O | 25 10 | 18 75 | |
| Harmony..... | King's..... | N.S | 14 40 | 18 75 | |
| Harmony Mills..... | Shelburne & Queen's.. | N.S | 36 94 | †23 25 | |
| a Hartness..... | Humboldt..... | Sask | 9 00 | 2 08 | |
| Harold..... | Hastings, W.R..... | O | 65 00 | 29 00 | |
| Harper..... | Lanark, S.R..... | O | 72 77 | 43 50 | 3 75 |
| Harper's Camp..... | Yale & Cariboo..... | B.C | 51 20 | 35 00 | |
| Harper's Corners..... | Wentworth..... | O | 34 75 | 18 75 | |
| Harperville..... | Macdonald..... | M | 14 75 | 18 75 | |
| Harpley..... | Huron, W.R..... | O | 36 00 | 21 00 | |
| Harrigan Cove..... | Halifax..... | N.S | 87 70 | 42 00 | 3 75 |
| Harrington..... | Queen's..... | P.E.I | 8 75 | 18 75 | |
| Harrington East..... | Argenteuil..... | Q | 124 20 | 52 50 | 6 00 |
| Harrington Harbour..... | Chicoutimi & Saguenay.. | Q | 5 45 | 18 75 | |
| Harrison's Corners..... | Stormont..... | O | 74 70 | 35 00 | 2 50 |
| Harrison Road..... | Cumberland..... | N.S | 20 75 | 18 75 | |
| Harrison Settlement..... | Cumberland..... | N.S | 6 00 | 18 75 | |
| c Harrison..... | Assa W..... | Sask | 12 00 | 4 16 | |
| Harrisville..... | Westmoreland..... | N.B | 14 00 | 18 75 | |
| b Harris..... | Assa W..... | Sask | 61 65 | 12 50 | |
| Harrowby..... | Marquette..... | M | 174 90 | 63 75 | 3 75 |
| Hartfell..... | Parry Sound..... | O | 6 25 | 18 75 | |
| Hartfield..... | York..... | N.B | 21 21 | 18 75 | |
| Hartford..... | Norfolk..... | O | 113 04 | 54 00 | 3 75 |
| Hartford..... | Cumberland..... | N.S | 105 95 | 48 00 | 3 75 |
| Hartford..... | Carleton..... | N.B | 12 00 | 18 75 | |
| Harrington..... | Frontenac..... | O | 108 37 | 41 25 | 3 75 |
| Hartley..... | Victoria & Haliburton.. | O | 92 62 | 42 00 | 3 75 |
| Hartley Bay..... | Comox Atlin..... | B.C | 53 73 | 33 00 | |
| Hartsnere..... | Lennox & Addington.. | O | 24 40 | 18 75 | |
| Hartsville..... | Queen's..... | P.E.I | 21 93 | 18 75 | |
| Hartville..... | Hants..... | N.S | 43 75 | 22 50 | |
| Harvard Lakes..... | Inverness..... | N.S | 10 00 | 18 75 | |
| Harvey Bank..... | King's & Albert..... | N.B | 78 45 | 42 00 | 3 75 |
| Harwich..... | Kent, E.R..... | O | 308 64 | 45 00 | 3 75 |
| Harwood..... | Northumberland, W.R.O | | 128 00 | 82 50 | 7 50 |

a Opened 1-3-07. b Opened 1-10-06. c Opened 1-2-07.

† Including \$4.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|------------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| d Harwood..... | Vaudreuil..... Q | 12 00 | 6 25 | | |
| Harwood Plains..... | Carleton..... O | 15 75 | 18 75 | | |
| d Harrop..... | Kootenay..... B.C | 22 00 | 6 25 | | |
| Haseville..... | Missisquoi..... Q | 16 70 | 18 75 | | |
| Hassett..... | Digby..... N.S | 19 95 | 18 75 | | |
| Hastings..... | Cumberland..... N.S | 6 30 | 18 75 | | |
| Hastings..... | King's & Albert..... N.B | 15 48 | 18 75 | | |
| Hastings Coulee..... | Strathcona..... Alta | 74 77 | 18 75 | 2 00 | |
| a Hatchet Lake..... | Halifax..... N.S | 2 00 | 4 16 | | |
| Hatchley Station..... | Brant..... O | 64 80 | 21 00 | | |
| Hathfield Point..... | King's & Albert..... N.B | 149 25 | 66 00 | 6 75 | 3 75 |
| Hatherton..... | Grey, E.R..... O | 11 68 | 18 75 | | |
| Hatzic Prairie..... | New Westminster..... B.C | 27 08 | 18 75 | | |
| Haultain..... | Peterborough, E.R..... O | 14 70 | 18 75 | | |
| Hauteur..... | Rimouski..... Q | 20 00 | 18 75 | | |
| Havelock..... | Digby..... N.S | 54 01 | 18 75 | | |
| Havendale..... | Guysboro'..... N.S | 18 75 | 18 75 | | |
| Havergal..... | Hastings, E.R..... O | 34 43 | 18 75 | | |
| e Hawk Lake..... | Thunder Bay and Rainy River..... O | | 6 25 | | |
| Hawley..... | Lennox & Addington..... O | 48 20 | 18 75 | | |
| Hawthorne..... | Russell..... O | 37 73 | 18 75 | | |
| Hawthorne..... | Inverness..... N.S | 7 45 | 18 75 | | |
| Hawthorne..... | Prince..... P.E.I | 10 25 | 18 75 | | |
| Hay..... | Huron, S.R..... O | 125 84 | 49 00 | | 3 75 |
| Hay Bay..... | Lennox & Addington..... O | 27 68 | 18 75 | | |
| Hayburn..... | Lennox & Addington..... O | 20 42 | 18 75 | | |
| Hay Cove..... | Richmond..... N.S | 18 00 | 18 75 | 10 50 | |
| Haydon..... | Durham..... O | 74 66 | 20 00 | | |
| Hayesland..... | Wentworth..... O | 34 40 | 18 75 | | |
| Hayesville..... | York..... N.B | 19 25 | 18 75 | | |
| Hayfield..... | Brandon..... M | 52 50 | 22 50 | | |
| Haynes..... | Strathcona..... Alta | 9 90 | 22 50 | | |
| Hay's River..... | Inverness..... N.S | 13 00 | 18 75 | 2 25 | |
| c Haywood..... | Macdonald..... M | 43 25 | 6 25 | | |
| b Hazel Brook..... | Queen's..... P.E.I | 20 00 | 8 33 | | |
| Hazel Cliff..... | Assa, East..... Sask | 156 77 | 71 25 | | 7 50 |
| Hazeldean..... | Carleton..... O | 116 00 | 46 50 | | 3 75 |
| Hazel Grove..... | Queen's..... P.E.I | 11 70 | 18 75 | | |
| Hazel Land..... | Argenteuil..... Q | 12 25 | 18 75 | | |
| Hazelmere..... | New Westminster..... B.C | 91 20 | 30 00 | | |
| Hazel Ridge..... | Selkirk..... M | 13 21 | 18 75 | | |
| Hazelwood..... | Assa, East..... Sask | 40 91 | 18 75 | 2 25 | |
| Hazzard's Corners..... | Hastings, E.R..... O | 67 16 | 54 00 | | 3 75 |
| Headford..... | York, C.R..... O | 33 43 | 18 75 | | |
| Head Lake..... | Victoria Haliburton..... O | 20 91 | 18 75 | | |
| Headlands..... | Qu'Appelle..... Sask | 73 24 | 25 50 | 7 50 | |
| Head of Amherst..... | Cumberland..... N.S | 58 98 | 24 00 | | |
| Head of Cardigan..... | King's..... P.E.I | 2 00 | 18 75 | | |
| Head of Chazetcook..... | Halifax..... N.S | 60 60 | 32 00 | 15 00 | |
| Head of Hillsborough..... | King's..... P.E.I | 14 65 | 18 75 | | |
| Head of Jeddore..... | Halifax..... N.S | 48 75 | 24 00 | 10 50 | |
| Head of Jordan River..... | Shelburne & Queen's..... N.S | 150 00 | 85 50 | | 7 50 |
| b Head of Lochaber..... | Antigonish..... N.S | 19 08 | 8 33 | | |
| Head of Millstream..... | King's & Albert..... N.B | 59 00 | 21 00 | | |
| Head of River Hebert..... | Cumberland..... N.S | 136 75 | 53 25 | | 3 75 |
| Head of Tide..... | Restigouche..... N.B | 32 18 | 18 75 | 9 00 | |
| Head of Wallace Bay..... | Cumberland..... N.S | 55 50 | 33 00 | | |

a Closed 1-9-06. b Opened 1-12-06. c Closed 20-9-06. d Opened 1-1-07. e Opened 1-1-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------------|-----------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Heal..... | Nanaimo..... B.C. | 16 55 | 18 75 | | |
| Heathbell..... | Pictou..... N.S. | 16 59 | 18 75 | | |
| Heather Brae..... | Strathcona..... Alta | 75 32 | 94 50 | 12 50 | 7 50 |
| Heatherdale..... | King's..... P.E.I. | 22 00 | 18 75 | | |
| Heathton..... | Stanstead..... Q. | 34 75 | 18 75 | | |
| Hebbs Cross..... | Lunenburg..... N.S. | 41 20 | 18 75 | 7 50 | |
| Hebert..... | Megantic..... Q. | 15 24 | 18 75 | | |
| Hebert..... | Kent..... N.B. | 7 00 | 18 75 | | |
| Hebron..... | King's & Albert..... N.B. | 11 70 | 18 75 | | |
| Hecla..... | Selkirk..... M. | 27 85 | 18 75 | | |
| Heckston..... | Grenville..... O. | 147 85 | 56 25 | 2 25 | 3 75 |
| Hectanooga..... | Digby..... N.S. | 72 55 | 36 00 | | 3 75 |
| Hedgeville..... | Pictou..... N.S. | 17 46 | 18 75 | | |
| Hednesford..... | Assa. West..... Sask. | 22 95 | 18 75 | | |
| Hefley Creek..... | Yale & Cariboo..... B.C. | 14 00 | 18 75 | | |
| Heidelberg..... | Waterloo, N.R..... O. | 193 29 | 67 50 | | 3 75 |
| Hekkla..... | Muskoka..... O. | 28 00 | 18 75 | | |
| Helena..... | Huntingdon..... Q. | 81 50 | 22 50 | | |
| Hemford..... | Lunenburg..... N.S. | 119 28 | 39 00 | 4 50 | 3 75 |
| <i>a</i> Hemison..... | Dorchester..... Q. | 3 58 | 14 00 | | |
| Hemlock..... | Norfolk..... O. | 28 00 | 18 75 | | |
| Henderson Settlement..... | Sunbury & Queen's..... N.B. | 35 98 | 18 75 | | |
| Henderson Settlement..... | Cumberland..... N.S. | 15 50 | 18 75 | | |
| Henderson's Grove..... | Megantic..... Q. | 16 40 | 18 75 | | |
| Henderson Vale..... | Megantic..... Q. | 10 10 | 18 75 | | |
| Henfryn..... | Huron, E.R..... O. | 55 40 | 25 50 | | |
| Hennigar..... | Hants..... N.S. | 18 43 | 18 75 | | |
| Henry..... | Prescott..... O. | 35 05 | 18 75 | | |
| Henrysburg..... | St. John's & Iberville..... Q. | 46 04 | 31 50 | | |
| <i>b</i> Henrysburg Centre..... | St. John's & Iberville..... Q. | 77 26 | 16 66 | | |
| Henry's Corners..... | Lambton, W.R..... O. | 7 00 | 18 75 | | |
| Herbert Corners..... | Russell..... O. | 33 27 | 18 75 | | |
| Herdman..... | Huntingdon..... Q. | 88 05 | 36 00 | | 3 75 |
| Hereford..... | Compton..... Q. | 18 20 | 18 75 | | |
| Hereward..... | Dufferin..... O. | 49 00 | 18 75 | | |
| Hermanville..... | King's..... P.E.I. | 17 75 | 18 75 | | |
| <i>c</i> Hervey Junction..... | Portneuf..... Q. | 1,044 54 | 40 50 | | 3 75 |
| Hermitage..... | Queen's..... P.E.I. | 8 18 | 8 33 | | |
| Hermion..... | Hastings, E.R..... O. | 128 00 | 45 00 | 10 50 | 3 75 |
| Heron..... | Assa. East..... Sask. | 31 40 | 18 75 | | |
| Heron Bay..... | Thunder Bay & Rainy River..... O. | 99 26 | 48 00 | | 3 75 |
| Heron Island..... | Restigouche..... N.B. | 12 00 | 18 75 | | |
| Herring Cove..... | Halifax..... N.S. | 33 34 | 18 75 | | |
| Heronville..... | Champlain..... Q. | 121 39 | 48 00 | | 3 75 |
| Herron's Mills..... | Lanark, N.R..... O. | 13 50 | 18 75 | | |
| Hesson..... | Perth, N.R..... O. | 120 78 | 45 00 | | 3 75 |
| <i>d</i> Hetriere..... | Bellechasse..... Q. | 16 00 | 12 50 | | |
| Hewitt..... | Welland..... O. | 44 00 | 21 00 | | |
| Hewitt Landing..... | Edmonton..... Sask. | 22 00 | 18 75 | | |
| Hexham..... | Northumberland..... N.B. | 18 51 | 18 75 | | |
| Heyworth..... | Wright..... O. | 46 71 | 18 75 | | |
| Hiawatha..... | Peterborough, E.R..... O. | 1 00 | 18 75 | | |
| Hibernia..... | Sunbury & Queen's..... N.B. | 32 75 | 18 75 | | |
| Hicksburg..... | Calgary..... Alta | 26 50 | 18 75 | | |
| Hicksvale..... | Assa. West..... Sask. | 6 00 | 18 75 | | |
| Hicksville..... | Westmoreland..... N.B. | 8 00 | 18 75 | | |
| Higgin's Road..... | Prince..... P.E.I. | 38 04 | 18 75 | | |

a Closed 27-12-06. *b* Opened 1-8-06. *c* Opened 1-12-06. *d* Opened 1-10-06. *e* Late Reid's Station.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent |
|-----------------------|-------------------------------------|----------|--------------------------------------|---------|--------|
| | | | (based on revenue of previous year). |  |  | Allowance. | Allowance. |
| | | § cts. | § cts. | § cts. | § cts. |
| High Bank | King's P.E.I. | 23 50 | 18 75 | | |
| Highbury | King's N.S. | 12 50 | 18 75 | | |
| Highclere | Humboldt Sask | 76 56 | 18 75 | | |
| High Falls | Wright Q | 57 04 | 21 25 | | |
| Highfield | York, C.R. O | 40 57 | 18 75 | | |
| Highfield | Hants N.S. | 11 50 | 18 75 | | |
| Highfield | Sunbury & Queen's N.B. | 46 65 | 18 75 | | |
| Highland | Guysboro N.S. | 12 25 | 18 75 | | |
| Highland Grove | Victoria & Haliburton O | 140 88 | 56 25 | 3 00 | 3 75 |
| Highland Park | Strathcona Alta | 76 89 | 24 00 | | |
| Highland Village | Colchester N.S. | 33 21 | 18 75 | | |
| Highlands | Carleton N.B. | 13 00 | 18 75 | | |
| High View | Assa, East Sask | 51 50 | 22 50 | | |
| Hilcrest | Assa, East Sask | 19 91 | 18 75 | | |
| Hildebrand | Assa, East Sask | 15 95 | 18 75 | | |
| Hildegard | Westmoreland N.B. | 10 00 | 18 75 | | |
| Hilden | Colchester N.S. | 35 98 | 18 75 | | |
| Hillandale | Victoria N.B. | 9 55 | 18 75 | | |
| Hillaton | King's N.S. | 52 00 | 30 00 | | |
| Hillburn | Assa, East Sask | 33 91 | 18 75 | | |
| Hill Crest | Megantic Q | 10 50 | 18 75 | | |
| aHilldrop | Saskatchewan Sask | 35 00 | 10 41 | | |
| Hill End | Strathcona Alta | 34 86 | 22 50 | | |
| Hillesden | Assa, East Sask | 32 33 | 21 00 | | |
| Hill Farm | Assa, East Sask | 26 17 | 37 50 | | 3 75 |
| Hill Grove | Digby N.S. | 32 50 | 18 75 | | |
| Hill Grove | Westmoreland N.B. | 9 10 | 18 75 | | |
| Hill Hall | Qu'Appelle Sask | 25 06 | 18 75 | | |
| Hill Head | Argenteuil Q | 22 50 | 18 75 | | |
| Hillhurst | Compton Q | 172 20 | 65 00 | | 6 25 |
| Hilliardton | Nipissing Q | 62 11 | 22 50 | | |
| Hillier | Prince Edward O | 172 91 | 63 00 | 7 50 | 3 75 |
| Hillman | Essex, S.R. O | 12 00 | 18 75 | | |
| Hillsborough | Inverness N.S. | 29 35 | +23 25 | | |
| b Hillsboro, Lot 48 | Queen's P.E.I. | 84 50 | 18 75 | 6 00 | |
| Hillsburn | Annapolis N.S. | 21 73 | 18 75 | | |
| Hillsdale | Inverness N.S. | 8 10 | 18 75 | | |
| Hillsdale | King & Albert N.B. | 70 00 | 32 00 | | |
| Hillsdown | Strathcona Alta | 53 21 | 18 75 | | |
| Hill's Green | Huron, S.R. O | 106 00 | 43 50 | | 3 75 |
| Hillside | Muskoka O | 57 04 | 21 00 | | |
| Hillside | Missisquoi Q | 11 00 | 18 75 | | |
| Hillside, Boularderie | North Cape Breton and Victoria N.S. | 14 00 | 18 75 | | |
| Hillside | South Cape Breton N.S. | 19 85 | 18 75 | | |
| Hillside | King's & Albert N.B. | 15 09 | 18 75 | | |
| Hillsvale | Hants N.S. | 20 55 | 18 75 | | |
| Hilltop | Marquette M | 21 50 | 18 75 | | |
| Hillview | Nipissing O | 51 05 | 18 75 | | |
| Hillview | Yarmouth N.S. | 15 69 | 18 75 | | |
| Hillview | Brandon M | 67 52 | 28 50 | | |
| Hilly Grove | Algoma, E.R. O | 14 70 | 18 75 | | |
| Hilton | Yale & Caribou B.C. | 10 25 | 18 75 | | |
| Himsworth | Parry Sound O | 15 50 | 18 75 | | |
| Hinch | Lennox & Addington O | 19 70 | 18 75 | | |
| Hindon Hill | Victoria & Haliburton O | 8 55 | 18 75 | | |
| Hiram | King's & Albert N.B. | 22 51 | 18 75 | | |
| Hirsch | Assa, East Sask | 120 45 | 24 00 | | |

+ Including \$4.50 night allowance. a Opened 1-11-06.

b Late Lot 48.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|-----------------------------|--------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | | § cts. | § cts. | § cts. |
| Hirzel..... | Qu'Appelle..... | Sask 88 57 | 30 00 | | |
| Hitchcock..... | Qu'Appelle..... | Sask 140 56 | 48 00 | | 3 75 |
| Hnausa..... | Saskirk..... | M 93 64 | 40 50 | | 3 75 |
| Hoard's Station..... | Northumberland, E.R..... | O 113 92 | 45 00 | | 3 75 |
| Hoasic..... | Dundas..... | O 8 50 | 18 75 | | |
| Hoath Head..... | Grey, N.R..... | O 43 00 | 18 75 | | |
| Hobbema..... | Strathcona..... | Alta 33 33 | 8 33 | | |
| Hobart..... | Simcoe, E.R..... | O 24 30 | 18 75 | | |
| Hochstadt..... | Provencher..... | M 22 18 | 21 00 | | |
| Hockley..... | Dufferin..... | O 77 50 | 37 50 | | 3 75 |
| Hocquart..... | Témiscouata..... | Q 97 95 | 25 50 | | |
| Hodgins..... | Pontiac..... | Q 24 85 | 18 75 | | |
| Hodson..... | Pictou..... | N.S. 13 50 | 18 75 | | |
| Hogan..... | Hastings, E.R..... | O 80 03 | 41 25 | | 3 75 |
| Hogg..... | Grey, N.R..... | O 30 90 | 18 75 | | |
| Hollbrook..... | Oxford, S.R..... | O 69 38 | 30 00 | | |
| Holderville..... | King's & Albert..... | N.B. 20 00 | 18 75 | | |
| Holiday..... | Oxford, N.R..... | O 30 38 | 18 75 | | |
| Holland's Mills..... | Labelle..... | Q 56 20 | 28 50 | | |
| Holleford..... | Frontenac..... | O 24 00 | 18 75 | | |
| Holly..... | Simcoe, S.R..... | O 45 02 | 18 75 | | |
| Holly Park..... | York, N.R..... | O 9 40 | 18 75 | | |
| Hollywood..... | Dauphin..... | Man 22 16 | 10 41 | | |
| Holmerville..... | Carleton..... | N.B. 18 75 | 18 75 | | |
| Holmesville..... | Huron, W.R..... | O 129 40 | 60 00 | 9 00 | 3 75 |
| Holmstown..... | Strathcona..... | Alta 106 61 | 18 75 | | |
| Holt..... | York, N.R..... | O 56 50 | 24 00 | | |
| Holton..... | Châteauguay..... | Q 25 00 | 25 50 | 6 75 | |
| Holyhood..... | Bruce, S.R..... | O 90 00 | 40 50 | | 3 75 |
| Homer..... | Lincoln..... | O 93 60 | 43 50 | | 3 75 |
| Honeville..... | South Cape Breton..... | N.S. 12 73 | 18 75 | | |
| Homewood..... | Macdonald..... | M 86 94 | 31 50 | 4 50 | |
| Honfleur..... | Bellechasse..... | Q 47 66 | 27 00 | | |
| Honora..... | Algoma, E.R..... | O 60 42 | 24 50 | 3 00 | |
| Honoreville..... | St. John's & Iberville..... | Q 18 50 | 18 75 | | |
| Hoodoo..... | Humboldt..... | Sask 61 03 | 24 00 | | |
| Hope..... | York, C.R..... | O 43 32 | 15 82 | | |
| Hope Bay..... | Bruce, N.R..... | O 12 00 | 4 16 | | |
| Hopefield..... | Renfrew, S.R..... | O 14 50 | 18 75 | | |
| Hopefield..... | King's..... | P.E.I. 24 75 | 18 75 | | |
| Hope River..... | Queen's..... | P.E.I. 18 00 | 18 75 | | |
| Hope Station..... | New Westminster..... | B.C. 60 00 | 31 50 | 13 50 | |
| Hope town..... | Bonaventure..... | Q 36 60 | +27 75 | | |
| Hope town..... | Lanark, N.R..... | O 74 25 | 30 00 | 3 75 | |
| Hopeville..... | Grey, E.R..... | O 164 00 | 76 50 | | 7 50 |
| Hopewell..... | King's & Albert..... | N.B. 26 00 | 18 75 | | |
| Hopper..... | King's & Albert..... | N.B. 8 05 | 18 75 | | |
| Hornby..... | Halton..... | O 110 25 | 50 00 | | 3 75 |
| Hornby Island..... | Comox-Atlin..... | B.C. 42 06 | 36 00 | | 3 75 |
| Horncastle..... | Victoria & Haliburton..... | O 24 75 | 18 75 | | |
| Horn's Road..... | South Cape Breton..... | N.S. 14 00 | 18 75 | | |
| Horsely..... | Yale & Cariboo..... | B.C. 11 47 | 18 75 | | |
| Horse Hill..... | Edmonton..... | Alta..... | 18 75 | | |
| Horse Lake..... | Mackenzie..... | Sask 62 40 | 18 75 | | |
| Hotham..... | Parry Sound..... | O 21 16 | 18 75 | | |
| Hotspar..... | Victoria & Haliburton..... | O 18 75 | 18 75 | | |
| Houghton..... | Norfolk..... | O 76 10 | 30 00 | | |

a Opened 13-8-06. b Closed 1-9-06. c Opened 1-12-06. d Opened 1-11-06. † Including \$9 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|-----------------------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Housey's Rapids..... | Muskoka..... | O 95 03 | 30 00 | | |
| Howard..... | Renfrew, S.R..... | O 17 42 | 18 75 | | |
| Howard Valley..... | Argenteuil..... | Q 62 98 | 25 50 | | |
| Howe Island..... | Frontenac..... | O 34 00 | 18 75 | | |
| Howell..... | Humboldt..... | Sask 153 15 | +30 30 | | |
| Howlett..... | Middlesex, W.R..... | O 55 39 | 21 00 | | |
| Howser..... | Kootenay..... | B.C 12 70 | 18 75 | | |
| Hubrey..... | Middlesex, E.R..... | O 46 82 | 24 00 | | |
| Hudmore..... | Qu'Appelle..... | Sask 22 80 | 18 75 | | |
| Honestis Landing..... | Sunbury & Queen's, N.B | 3 00 | 18 75 | | |
| l Hugel..... | Nipissing..... | Ont 13 50 | 4 16 | | |
| Hulbert..... | Dundas..... | O 90 60 | 51 00 | | 3 75 |
| Hullcar..... | Yale & Cariboo..... | B.C 15 35 | 18 75 | | 3 75 |
| Humber..... | York, C.R..... | O 101 70 | 43 50 | | 3 75 |
| Hunka..... | Edmonton..... | Alta 9 00 | 18 75 | | |
| Hun's Valley..... | Dauphin..... | M 10 00 | 18 75 | | |
| Hunter's Home..... | Sunbury & Queen's, N.B | 20 25 | 18 75 | | |
| Hunter's Mountain..... | North Cape Breton & Victoria..... | N.S 20 27 | 18 75 | | |
| Hunter's Point..... | Pontiac..... | Q 20 75 | 18 75 | | |
| Hunterstown..... | Maskinongé..... | Q 69 45 | 34 50 | | 3 75 |
| Huntingdon..... | New Westminster..... | B.C 144 80 | 66 00 | | 3 75 |
| Huntingfield..... | Huron, E.R..... | O 2 00 | 18 75 | | |
| Huntington..... | South Cape Breton..... | N.S 6 00 | 18 75 | | |
| Huntingville..... | Sherbrooke..... | Q 38 58 | 18 75 | | |
| Huntley..... | Carleton..... | O 99 07 | 46 50 | | 3 75 |
| Hunt's Point..... | Shelburne & Queen's, N.S | 60 00 | 22 50 | | |
| Hurdman Lodge..... | Sask..... | Sask 30 62 | 18 75 | | |
| Hurdman's Bridge..... | Russell..... | O 23 30 | 18 75 | | |
| Hurdville..... | Parry Sound..... | O 48 08 | 18 75 | | |
| Hurondale..... | Huron, S.R..... | O 21 30 | 18 75 | | |
| Huronville..... | Qu'Appelle..... | Sask 52 29 | 18 75 | | |
| Husavick..... | Selkirk..... | M 22 21 | 18 75 | | |
| Hustlers..... | Assa, West..... | Sask 16 00 | 18 75 | | |
| Hutchinson..... | Middlesex, N.R..... | O 6 00 | 18 75 | | |
| Hutton House..... | Muskoka..... | O 59 16 | 23 25 | | |
| Huttonsville..... | Peel..... | O 163 81 | 63 00 | | 3 75 |
| Hybla..... | Hastings, F.R..... | O 51 87 | 18 75 | | |
| Hyde..... | Qu'Appelle..... | Sask 28 45 | 22 50 | | |
| Hyde Park..... | Macdonald..... | M 6 25 | 18 75 | | |
| Hyde Park Corner..... | Middlesex, E.R..... | O 175 60 | 70 50 | | 7 50 |
| Hyder..... | Souris..... | M 12 20 | 18 75 | | |
| Hyndford..... | Renfrew, S. R..... | O 113 21 | 47 00 | | 3 75 |
| Hyndman..... | Grenville..... | O 11 00 | 18 75 | | |
| ICE LAKE..... | Algoma, E.R..... | O 15 30 | 18 75 | | |
| Icelandic River..... | Selkirk..... | M 116 16 | 61 50 | 12 00 | 3 75 |
| Ida..... | Durham..... | O 87 23 | 31 50 | | |
| Ida..... | Sunbury & Queen's, N.B | 12 50 | 18 75 | | |
| Ideal..... | Macdonald..... | M 17 95 | 18 75 | | |
| Ile aux Noix..... | St. John & Iberville..... | Q 127 56 | 56 25 | | 3 75 |
| Ilfracombe..... | Muskoka..... | O 10 00 | 18 75 | | |
| Inlah..... | King's & Albert..... | N.B 25 00 | 18 75 | | |
| Inchby..... | Sunbury & Queen's, N.B | 32 50 | 18 75 | | |
| Independence..... | Edmonton..... | Alta 37 90 | 18 75 | | |

+ Including \$4.80 night allowance. l Opened 1-2-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|---|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Indian Brook..... | North Cape Breton & Victoria..... N.S. | 16 48 | + 23 75 | | |
| Indian Ford..... | Macdonald..... M | 33 85 | 21 00 | | |
| Indian Harbour..... | Halifax..... N.S. | 71 50 | 27 00 | | |
| Indian Harbour Lake..... | Guysborough..... N.S. | 32 30 | 18 75 | | |
| Indian Island..... | Charlotte..... N.B. | 19 79 | 18 75 | | |
| Indian Mountain..... | Westmoreland..... N.B. | 6 46 | 18 75 | | |
| Indian Point..... | Lunenburg..... N.S. | 37 00 | 18 75 | | |
| Indian River..... | Prince..... P.E.I. | 35 30 | 24 00 | | |
| Indian Road..... | Hants..... N.S. | 20 00 | 18 75 | | |
| Indian Springs..... | Macdonald..... Man | 37 00 | 22 50 | | |
| Inga..... | Edmonton..... Alta | 69 00 | 18 75 | | |
| Ingle..... | Lennox et Addington..... O | 17 25 | 18 75 | | |
| Ingleside..... | Macdonald..... M | 11 60 | 18 75 | | |
| Ingleton..... | Strathcona..... Alta | 184 09 | 99 75 | | 10 00 |
| Inglis Falls..... | Grey, N.R..... O | 25 00 | 18 75 | | |
| Inglisville..... | Annapolis..... N.S. | 22 86 | 18 75 | | |
| Ingoldsby..... | Victoria & Haliburton..... O | 8 50 | 18 75 | | |
| Ingolf..... | Thunder Bay & Rainy River..... O | 43 70 | 27 25 | | |
| Ingomar..... | Shelburne & Queen's..... N.S. | 82 49 | 34 50 | | 3 75 |
| Ingonish Centre..... | North Cape Breton and Victoria..... N.S. | 17 93 | 18 75 | | |
| Ingonish Ferry..... | North Cape Breton and Victoria..... N.S. | 35 69 | 18 75 | | |
| Inholmes..... | Parry Sound..... O | 6 00 | 18 75 | | |
| Inkster..... | Selkirk..... M | § | § | | |
| Inlet..... | Labelle..... Q | 21 00 | +23 25 | | |
| Inlet Baddeck..... | North Cape Breton and Victoria..... N.S. | 6 00 | 18 75 | | |
| Innisville..... | Lanark, S.R..... O | 82 00 | 32 00 | | 2 50 |
| Ininger..... | Mackenzie..... Sask | 34 07 | 22 50 | | |
| Intervale..... | Westmoreland..... N.B. | 6 25 | 18 75 | | |
| Inverhaugh..... | Wellington, S.R..... O | 7 00 | 18 75 | | |
| Inverhuron..... | Bruce, N.R..... O | 69 67 | 37 50 | | |
| Inverness..... | Prince..... P.E.I. | 11 00 | 18 75 | | |
| Inverness..... | Comox, Atlin..... B.C. | aa23 00 | | | |
| Inverness Asylum..... | Inverness..... N.S. | 19 95 | 18 75 | | |
| Inwood..... | Dauphin..... Man | 28 74 | 17 73 | | |
| Iona..... | Queen's..... P.E.I. | 43 61 | 18 75 | | |
| Iowalta..... | Strathcona..... Alta | 28 00 | 18 75 | | |
| Ira..... | Wentworth..... Ont | 26 50 | 14 58 | | |
| Irena..... | Dundas..... O | 97 00 | 48 75 | 3 00 | 3 75 |
| Iretou..... | Yarmouth..... N.S. | 12 03 | 18 75 | | |
| Iris..... | Queen's..... P.E.I. | 37 38 | 18 75 | | |
| Irish Lake..... | Grey, S.R..... O | 21 95 | 18 75 | | |
| Irishtown..... | Westmoreland..... N.B. | 19 00 | 18 75 | 12 00 | |
| Irish Vale..... | South Cape Breton..... N.S. | 7 22 | 18 75 | | |
| Iron Bound Cove..... | Sunbury & Queen's..... N.B. | 10 25 | 18 75 | | |
| Iron Bridge..... | Algoma, E.R..... O | 127 46 | 56 25 | 6 75 | 3 75 |
| Iron Hill..... | Brome..... Q | 82 48 | 39 00 | | 3 75 |
| Iron Mines..... | Inverness..... N.S. | 19 00 | 18 75 | | |
| Iron Ore..... | Pictou..... N.S. | 19 98 | 18 75 | | |
| Iron Rock..... | Pictou..... N.S. | 26 25 | 18 75 | | |
| Ironside..... | Wright..... Q | 94 73 | 39 00 | | 3 75 |
| Irroquois..... | Victoria..... N.B. | 21 00 | 4 16 | | |

+ Including \$4.50 night allowance. † Including \$5 night allowance. § For Revenue, See Appendix C., under Winnipeg officers, etc. a Opened 1-9-06. c Late Cossette, opened 16-7-06.
 Opened 1-2-07. aa Credit for new office not yet opened.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|----------------------------|--|----------|---|------|----------------------------|-------------------------|
| | | | \$ | cts. | | |
| Irvine..... | Mégantic..... | Q | 6 | 25 | 18 | 75 |
| Irvine's Landing..... | Comox-Atlin..... | B.C | 36 | 35 | 18 | 75 |
| Irving Settlement..... | King's & Albert..... | N.B | 18 | 85 | 18 | 75 |
| Isaac's Harbour-North..... | Guysborough..... | N.S | 71 | 87 | 433 | 75 |
| Isabella..... | Marquette..... | Man | 12 | 99 | 10 | 41 |
| Isbester..... | Algoma, W.R..... | O | 22 | 25 | 18 | 75 |
| Isherwood..... | Thunder Bay & Rainy River..... | O | 14 | 45 | 18 | 75 |
| Island Brook..... | Compton..... | Q | 116 | 72 | 2 | 25 |
| Island East-River..... | Pictou..... | N.S | 25 | 75 | 18 | 75 |
| Island River..... | Gloucester..... | N.B | 26 | 62 | 18 | 75 |
| Island Point..... | North Cape Breton and Victoria..... | N.S | 6 | 00 | 2 | 08 |
| Islay..... | Victoria & Haliburton | O | 41 | 20 | 18 | 75 |
| dIslay..... | Strathcona..... | Alta | 214 | 47 | 24 | 00 |
| Isle aux Coudres..... | Charlevoix..... | Q | 50 | 90 | 18 | 75 |
| Isle Bizard..... | Jacques Cartier..... | Q | 69 | 00 | 30 | 00 |
| Isle des Chênes..... | Provencher..... | M | 15 | 00 | 18 | 75 |
| Isle Dupas..... | Berthier..... | Q | 44 | 00 | 20 | 25 |
| Isle of Skye..... | Huntingdon..... | Q | 33 | 48 | 18 | 75 |
| Isle Perrot..... | Vaudreuil..... | Q | 57 | 25 | 26 | 25 |
| Isle Perrot, Nord..... | Vaudreuil..... | Q | 21 | 25 | 18 | 75 |
| Islington..... | York, C.R..... | O | 316 | 00 | 82 | 50 |
| Italy Cross..... | Lunenburg..... | N.S | 57 | 15 | 30 | 00 |
| Ivan..... | Middlesex, N.R..... | O | 89 | 21 | 37 | 00 |
| Ivera..... | North Cape Breton and Victoria..... | N.S | 12 | 00 | 18 | 75 |
| Ives..... | Richmond & Wolfe..... | Q | 25 | 42 | 18 | 75 |
| Ivry..... | Témiscouata..... | Q | 49 | 96 | 31 | 50 |
| Ivy..... | Simcoe, S.R..... | O | 159 | 40 | 72 | 00 |
| Ivy Lea..... | Leeds..... | O | 96 | 41 | 54 | 00 |
| JACKFISH LAKE | Sask..... | Sask | 23 | 95 | 18 | 75 |
| Jack's Lake..... | Simcoe, N.R..... | O | 26 | 00 | 18 | 75 |
| Jackson..... | Cumberland..... | N.S | 32 | 96 | 18 | 75 |
| Jackson..... | Grey, N.R..... | O | 118 | 82 | 39 | 00 |
| Jacksontown..... | Carleton..... | N.B | 17 | 05 | 18 | 75 |
| Jacksonville..... | North Cape Breton and Victoria..... | N.S | 4 | 00 | 18 | 75 |
| Jackville..... | Calgary..... | Alta | 18 | 48 | 18 | 75 |
| Jaffa..... | Elgin, E.R..... | O | 15 | 75 | 18 | 75 |
| Jaffray..... | Kootenay..... | B.C | 356 | 20 | 90 | 00 |
| aJailletville..... | Kent..... | N.B | 20 | 67 | 16 | 66 |
| cJanow..... | Selkirk..... | M | 37 | 00 | 12 | 50 |
| James Bay Junction..... | Parry Sound..... | O | 103 | 50 | 69 | 00 |
| James River..... | Antigonishe..... | N.S | 7 | 25 | 18 | 75 |
| James River Station..... | Antigonishe..... | N.S | 84 | 55 | 33 | 00 |
| Jamesville..... | North Cape Breton and Victoria..... | N.S | 9 | 00 | 18 | 75 |
| Jamieson..... | Lanark, N.R..... | O | 16 | 00 | 18 | 75 |
| Jamieson..... | Mégantic..... | Q | 17 | 49 | 18 | 75 |
| Janeville..... | Gloucester..... | N.B | 47 | 28 | 21 | 00 |
| Jardineville..... | Kent..... | N.B | 61 | 96 | 41 | 25 |
| Jarlsberg..... | Parry Sound..... | O | 88 | 67 | 55 | 50 |
| Jarnac..... | Labelle..... | Q | 27 | 50 | 18 | 75 |

+ Including \$15 night allowance for summer 1906.

b Opened 1-11-06.

d Late Island Lake.

g Opened 1-3-0-7. a Opened 1-8-06. c Opened 1-10-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------|---|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Jauvrin's Harbour | Richmond N.S | 10 00 | 18 75 | | |
| Jeanette's Creek | Keut. W.R. O | 128 00 | 54 00 | | 3 75 |
| Jeanne d'Arc | Wright Q | 33 00 | 18 75 | | |
| Jeddore Oyster Ponds | Halifax N.S | 84 31 | 48 00 | 3 75 | 3 75 |
| Jefferson | York, C.R. O | 49 39 | 22 50 | | |
| Jeffry | King & Albert N.B | 22 91 | 18 75 | | |
| Jeffrey | Edmonton. Alta | 11 00 | 18 75 | | |
| Jellyby | Brockville O | 33 30 | 18 75 | | |
| Jenkins | Sunbury & Queen's. . N.B | 15 00 | 18 75 | | |
| Jericho | Lambton, E.R. O | 36 46 | 18 75 | | |
| Jermyn | Peterborough, E.R. . . O | 38 19 | 18 75 | | |
| Jersey Cove | North Cape Breton and Victoria. N.S | 10 50 | ‡23 75 | | |
| Jersey Cove | Gaspé. Q | 30 95 | 18 75 | | |
| Jersey Mills | Beauce Q | 62 77 | ‡48 00 | 2 25 | 3 75 |
| Jessop Falls | Pre-cott O | 36 83 | 18 75 | | |
| Jessopville | Dufferin. O | 60 90 | 27 00 | | |
| Jette | Nicol-t Q | 34 59 | 18 75 | *17 50 | |
| Jewellyville | Renfrew, S.R. O | 38 93 | 34 00 | | 2 50 |
| Jewett's Mills | York N.B | 19 25 | 18 75 | | |
| Jocelyn | Algoma, W.R. O | 23 00 | 18 75 | 1 49 | |
| Joek Vale | Carleton O | 43 05 | 18 75 | | |
| Jocko River | Nipissing. O | 150 00 | 57 00 | | 3 75 |
| Joggin Bridge | Digby. N.S | 62 65 | 25 50 | | |
| Johnson | Grey, N.R. O | 18 26 | 18 75 | | |
| Johnson's Croft | King's & Albert. . . . N.B | 3 10 | 18 75 | | |
| Johnson's Mills | Westmoreland N.B | 25 00 | 18 75 | | |
| Johnston | Sunbury & Queen's. . N.B | 4 50 | 18 75 | | |
| Johnston's Corners | Russell O | 35 85 | 18 75 | | |
| Johnston's River | Queen's. P.E.I | 9 06 | 18 75 | | |
| Johnstown | Richmond. N.S | 23 25 | 18 75 | | |
| Johnville | Carleton N.B | 29 05 | 18 75 | | |
| Jolicure | Westmoreland N.B | 106 75 | 42 00 | | 3 75 |
| Jones Corner | King's & Albert. . . . N.B | 12 50 | 18 75 | | |
| Jones Falls | Leeds. O | 93 25 | 33 00 | | 3 75 |
| Jordan Bay | Shelburne & Queen's. N.S | 18 12 | 18 75 | | |
| Jordan Bay, East-Side | Shelburne & Queen's. N.S | 55 00 | 38 00 | | 2 50 |
| Jordan Branch | Shelburne & Queen's. N.S | 14 98 | 18 75 | | |
| Jordan Ferry | Shelburne & Queen's. N.S | 38 00 | 18 75 | | |
| Jordan Harbour | Lincoln. O | 143 00 | 48 00 | | 3 75 |
| Joseph Farn | Wright Q | 5 20 | 18 75 | | |
| Josephsburg | Waterloo, S.R. O | 12 00 | 18 75 | | |
| Josephsburg | Assa, West. Alta | 83 32 | 51 00 | | 3 75 |
| Joyceville | Frontenac. O | 45 70 | 18 75 | | |
| Joynt | Wright. Q | 38 00 | 28 50 | | |
| Jubilee | North Cape Breton and Victoria. N.S | 14 50 | 18 75 | | |
| Jubilee | King's & Albert. . . . N.B | 44 50 | 18 75 | | |
| Juddhaven | Muskoka. O | 159 00 | 73 50 | | 7 50 |
| Judge | Nipissing O | 109 62 | 30 00 | | |
| Judique | Inverness. N.S | 92 69 | 39 00 | 6 00 | 3 75 |
| Jules | Wright. Q | 18 93 | 18 75 | | |
| Julien | Portneuf. Q | 45 60 | 18 75 | | |
| Jumping Pond | Calgary Alta | 36 00 | 18 75 | | |
| Junetown | Brockville. O | 63 00 | 27 00 | | |
| Juniper Mount | South Cape Breton. . N.S | 18 05 | 18 75 | | |
| †† Juniper Island | Peterborough, E.R. . . O | 211 00 | 67 00 | | 5 00 |

* Including \$7 arrears forward.
 †† Summer office.

† Including \$15 night allowance.

‡ Including \$5 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------------------|-----------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Jura..... | Lambton, E.R..... | O 15 50 | 18 75 | | |
| Juvenile Settlement..... | Sunbury & Queen's. N.B. | 21 23 | 18 75 | | |
| K AKABEKA..... | Thunder Bay & Rainy R.O | 125 85 | 43 50 | | 3 75 |
| Kaladar Station..... | Lennox & Addington. O | 66 08 | 36 00 | | 2 50 |
| Kaleida..... | Lisgar..... M | 81 00 | 18 75 | | |
| <i>a</i> Kalmar..... | Thunder Bay & Rainy R.O | 25 00 | 2 08 | | |
| <i>b</i> Kaministikwia..... | Thunder Bay & Rainy R.O | 48 00 | | | |
| Kananaskis..... | Calgary..... Alta | 65 00 | 45 00 | | 3 75 |
| Kanes..... | Gloucester..... N.B | 11 50 | 18 75 | | |
| Kansas..... | Calgary..... Alta | 90 20 | 39 00 | | |
| Kaposvar..... | Assa. East..... Sask | 11 00 | 18 75 | | |
| Karsdale..... | Annapolis..... N.S | 85 70 | 37 50 | | 3 75 |
| Katepwe..... | Qu'Appelle..... Sask | 21 00 | 21 00 | | |
| Katevale..... | Stanstead..... Q | 130 60 | 50 00 | | 3 75 |
| Katrine..... | Parry Sound..... O | 80 16 | 30 00 | | |
| <i>a</i> Katrine..... | Portage la Prairie..... M | 13 00 | 2 08 | | |
| Katrine Station..... | Parry Sound..... O | 107 27 | 48 75 | | 3 75 |
| Katrinthal..... | Assa. West..... Sask | 10 00 | 18 75 | | |
| Kay Settlement..... | Westmoreland..... N.B | 2 00 | 18 75 | | |
| Keating..... | Dist. of Vancouver..... B.C | 50 00 | 28 50 | | |
| <i>a</i> Keatley..... | Sask..... Sask | 8 00 | 2 08 | | |
| Keats..... | Westmoreland..... N.B | 11 00 | 18 75 | | |
| Kedron..... | King's & Albert..... N.B | 6 00 | 18 75 | | |
| Keefers..... | Yale & Caribou..... B.C | 62 05 | 33 00 | | |
| Keelerville..... | Frontenac..... O | 17 00 | 18 75 | | |
| Keelerville..... | Assa. West..... Sask | 62 50 | 30 00 | | |
| Keenansville..... | Simcoe. S.R..... O | 60 00 | 30 00 | | |
| Kegaska..... | Chicoutimi & Saguenay O | 8 25 | 18 75 | | |
| Keirsteadville..... | King's & Albert..... N.B | 15 48 | 18 75 | | |
| Keith..... | Compton..... Q | 18 73 | 18 75 | | |
| Keith..... | King's & Albert..... N.B | 8 50 | 18 75 | | |
| Keithley Creek..... | Yale & Caribou..... B.C | 41 70 | 18 75 | | |
| Keldon..... | Dufferin..... O | 75 10 | 25 50 | | |
| Kells..... | Nipissing..... O | 35 06 | 18 75 | | |
| Kelly's Cross..... | Queen's..... P.E.I | 40 55 | 22 50 | | |
| Kelly's Cove..... | Yarmouth..... N.S | 21 87 | 18 75 | | |
| Kelso..... | Huntingdon..... Q | 91 50 | 42 00 | | 3 75 |
| Kelso..... | Halton..... O | 56 99 | 31 50 | | |
| Kelvin..... | Brant..... O | 169 50 | 52 50 | | 3 75 |
| <i>c</i> Kelvin..... | Macdonald..... M | 0 95 | | | |
| <i>d</i> Kelvington..... | Mackenzie..... Sask | 42 67 | 14 58 | | |
| Kelvin Grove..... | Prince..... P.E.I | 11 25 | 18 75 | | |
| Kelvin Grove..... | Huntingdon..... Q | 28 90 | 18 75 | | |
| Kemble..... | Grey. N.R..... O | 197 00 | 85 50 | 3 00 | 7 50 |
| Kemmay..... | Brandon..... M | 142 75 | 75 50 | | 7 50 |
| Kempt..... | Shelburne & Queen's N.S | 84 46 | 63 00 | | 3 75 |
| Kempt Road..... | Richmond..... N.S | 12 64 | 18 75 | | |
| Kempt Road Hill..... | Bonaventure..... Q | 6 01 | 18 75 | | |
| Kempt Station..... | Rimouski..... Q | 31 27 | 21 00 | | |
| Kempt Shore..... | Hants..... N.S | 111 90 | 39 75 | | 3 75 |
| Kempt Town..... | Colchester..... N.S | 29 16 | 18 75 | | |
| <i>e</i> Kemptville Junction..... | Grenville..... O | 5 50 | 4 16 | | |
| Kendal..... | Durham..... O | 174 20 | 75 50 | | 6 25 |
| Kenlis..... | Qu'Appelle..... Sask | 180 86 | 93 75 | | 7 50 |

a Opened 1-3-07.*b* Opened 11-3-07.*c* Closed 14-7-06.*d* Opened 1-9-06.*e* Opened

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year) | | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|---------------------------|----------|--|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Kenlock..... | Inverness..... N.S. | 66 00 | 22 50 | 12 00 | | |
| Kennaway..... | Victoria & Haliburton.O | 18 75 | 18 75 | | | |
| Kennebecasis Island..... | King's & Albert..... N.B. | 13 25 | 18 75 | | | |
| Kennell..... | Assa. West..... Sask | 29 50 | 18 75 | | | |
| Kenneth..... | Carleton..... N.B. | 24 18 | 18 75 | | | |
| Kennetcook Corner..... | Hauts..... N.S. | 116 10 | 50 00 | | | 3 75 |
| Kennicott..... | Perth, S.R..... O | 23 00 | 18 75 | | | |
| Kennington Cove..... | South Cape Breton... N.S. | 16 00 | 18 75 | | | |
| Kenogami..... | Chicoutimi & Saguenay Q | 10 00 | 18 75 | | | |
| Kensington..... | Huntingdon..... O | 85 94 | 41 25 | | | 3 75 |
| Kensington Prairie..... | New Westminster.... B.C. | 16 80 | 18 75 | | | |
| Kent Centre..... | Kent, W.R..... O | 62 24 | 21 00 | | | |
| Kent Junction..... | Kent..... N.B. | 42 00 | 18 75 | | | |
| Kent Lake..... | Kent..... N.B. | 25 90 | 18 75 | | | |
| o Kenville..... | Dauphin..... M | 25 05 | 4 16 | | | |
| Keohan..... | King's & Albert..... N.B. | 18 00 | 18 75 | | | |
| Kepler..... | Frontenac..... O | 35 25 | 18 75 | | | |
| Kerfoot..... | Portage la Prairie... M | 44 09 | 18 75 | | | |
| Kerrowgare..... | Pictou..... N.S. | 40 40 | 21 00 | | | |
| Kerry..... | King's & Albert..... N.B. | 18 75 | 18 75 | | | |
| Kersley..... | Yale & Caribou..... B.C. | 66 70 | 29 50 | | | |
| Kertch..... | Lambton, W.R..... O | 112 96 | 36 00 | | | 8 75 |
| Keswick Ridge..... | York..... N.B. | 71 45 | 25 50 | 4 67 | | |
| Ketch Harbour..... | Halifax..... N.S. | 19 00 | 18 75 | | | |
| Keward..... | Grey, S.R..... O | 14 50 | 18 75 | | | |
| Kewstoke..... | Inverness..... N.S. | 12 25 | 18 75 | | | |
| Keyser..... | Middlesex, N.R..... O | 78 00 | 24 50 | | | |
| Khiva..... | Huron, S.R..... O | 40 00 | 18 75 | | | |
| Kilbain..... | Huntingdon..... O | 35 50 | 18 75 | | | |
| Kilbride..... | Halton..... O | 121 70 | 58 50 | | | 3 75 |
| Kildare..... | Prince..... P.E.I. | 21 00 | 18 75 | | | |
| Kildare Capes..... | Prince..... P.E.I. | 12 20 | 18 75 | | | |
| Kilfoil..... | Carleton..... N.B. | 15 00 | 18 75 | | | |
| Kilgorie..... | Dufferin..... O | 5 00 | 18 75 | | | |
| Kilkenny Lake..... | South Cape Breton... N.S. | 1 00 | 18 75 | | | |
| Killaloe..... | Renfrew, S.R..... O | 62 81 | 33 00 | | | |
| Killani's Mills..... | Westmoreland..... N.B. | 31 95 | 18 75 | | | |
| Killarney..... | Algoma, E.R..... O | 200 45 | 71 50 | 26 25 | | 6 25 |
| Killeen..... | Wellington, S.R..... O | 18 43 | 18 75 | | | |
| Killowen..... | Argenteuil..... Q | 18 75 | 18 75 | | | |
| Killowen..... | Carleton..... N.B. | 27 00 | 18 75 | | | |
| Kilmanagh..... | Peel..... O | 25 85 | 18 75 | | | |
| Kilmarnock..... | Lanark, S.R..... O | 24 89 | 18 75 | | | |
| Kilmartin..... | Middlesex, W.R..... O | 13 00 | 18 75 | | | |
| Kilmaurs..... | Carleton..... O | 28 72 | 18 75 | | | |
| Kilwinning..... | Sask..... Sask | 53 64 | 18 75 | | | |
| Kilworth Bridge..... | Middlesex, W.R..... O | 45 19 | 18 75 | | | |
| Kilworthy..... | Muskoka..... O | 130 28 | 45 00 | 7 50 | | 3 75 |
| Kimball..... | Lambton, W.R..... O | 34 00 | 18 75 | | | |
| Kimball..... | Alta..... Alta | 68 22 | 30 00 | | | |
| Kimberley..... | Megantic..... Q | 13 00 | 18 75 | | | |
| Kimbo..... | Lincoln..... O | 22 40 | 18 75 | | | |
| Kimbrae..... | Assa. East..... Sask | 10 45 | 31 25 | | | |
| Kincardine..... | Victoria..... N.B. | 29 80 | 18 75 | 7 50 | | |
| o Kincorth..... | Assa. W..... Sask | 15 67 | 14 58 | | | |
| Kingarf..... | Bruce, N.R..... O | 66 42 | 31 50 | | | |
| Kingarth..... | York..... N.B. | 27 76 | 18 75 | | | |
| Kingsborough..... | King's..... P.E.I. | 33 71 | 18 75 | | | |

o Opened 1-2-07.

l Opened 1-9-06.

* Including \$5 arrears rent.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances--Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|-------------------------|-----------------------------|----------|------|---|------|----------------------------|--------|-------------------------|------|
| | | ¢ | cts. | ¢ | cts. | ¢ | cts. | ¢ | cts. |
| Kingcome Inlet. | Comox-Atlin. | B.C. | 19 | 95 | 18 | 75 | | | |
| King Corner | Mégantic | Q | 12 | 25 | 18 | 75 | | | |
| King Creek | York, N.R. | O | 7 | 25 | 18 | 75 | | | |
| Kinghurst | Grey, S.R. | O | 4 | 00 | 18 | 75 | | | |
| Kinglake | Norfolk. | O | 94 | 80 | 36 | 00 | | | |
| Kingross | Inverness. | N.S. | 19 | 25 | 18 | 75 | | | |
| Kingsbridge | Huron, W.R. | O | 93 | 96 | 41 | 25 | | | 3 75 |
| Kingsbury | Lunenburg. | N.S. | 41 | 15 | 18 | 75 | | | |
| Kingscote | Grey, E.R. | O | 37 | 00 | 18 | 75 | | | |
| Kingscourt | Lambton, E.R. | O | 30 | 00 | 18 | 75 | | | |
| Kingscroft | Stanstead. | Q | 58 | 10 | 24 | 00 | | | |
| Kingscroft | Sunbury & Queen's. | N.B. | 17 | 00 | 18 | 75 | | | |
| Kingssey | Drummond. | Q | 61 | 26 | 28 | 00 | | | |
| Kingsford | Hastings, E.R. | O | 54 | 17 | 27 | 00 | | | |
| King's Head | Pictou. | N.S. | 22 | 95 | 18 | 75 | | | |
| King's-ley | Liagar. | M | 23 | 00 | 18 | 75 | | | |
| King's-ley | York. | N.B. | 6 | 00 | 18 | 75 | | | |
| King'smere. | Wright. | Q | 40 | 00 | 33 | 00 | | | |
| Kingsmill. | Elgin, E.R. | O | 134 | 61 | 48 | 75 | 10 50 | | 3 75 |
| Kingston. | Queen's. | P.E.I. | 44 | 35 | 18 | 75 | | | |
| Kingston Mills. | Frontenac. | O | 36 | 50 | 18 | 75 | 5 25 | | |
| Kingston Station. | Kingston. | O | + | | + | | | | |
| Kingston Village. | King's. | N.S. | 137 | 91 | 43 | 00 | | | 3 75 |
| Kingsview. | Sask. | Sask. | 43 | 99 | 10 | 41 | | | |
| Kingsville. | Inverness. | N.S. | 17 | 00 | 18 | 75 | 3 00 | | |
| Kingsville. | Kootenay. | B.C. | 15 | 00 | 19 | 84 | | | |
| King's Wharf. | Victoria & Haliburton. | O | 22 | 00 | 18 | 75 | | | |
| Kinkora. | Perth, N.R. | O | 68 | 00 | 35 | 00 | | | 2 50 |
| Kinkora. | Prince. | P.E.I. | 83 | 25 | 33 | 00 | 3 00 | | |
| Kinlock. | Queen's. | P.E.I. | 15 | 48 | 18 | 75 | | | |
| Kinloss. | Bruce, S.R. | O | 136 | 59 | 60 | 00 | 13 50 | | 3 75 |
| Kinlough. | Bruce, S.R. | O | 87 | 90 | 39 | 00 | 3 75 | | 3 75 |
| Kinosota. | Dauphin. | M | 45 | 17 | 22 | 50 | 2 23 | | |
| Kinross. | Queen's. | P.E.I. | 49 | 00 | 18 | 75 | 2 25 | | |
| Kinsale. | Ontario, S.R. | O | 121 | 24 | 52 | 50 | | | 3 75 |
| Kinsman's Corners. | King's. | N.S. | 193 | 97 | 91 | 50 | | | 7 50 |
| Kinsmore. | Brandon. | M | 6 | 60 | 18 | 75 | | | |
| Kintail. | Huron, W.R. | O | 177 | 99 | 70 | 00 | | | 6 25 |
| Kintore. | Victoria. | N.B. | 63 | 17 | 22 | 50 | 3 75 | | |
| Kintyre. | Elgin, W.R. | O | 41 | 73 | 18 | 75 | | | |
| Kipling. | Nipissing. | O | 32 | 00 | 18 | 75 | | | |
| Kipiegun. | Selkirk. | M | 23 | 95 | 18 | 75 | | | |
| Kirby. | Durham. | O | 36 | 00 | 18 | 75 | | | |
| Kirkdale. | Drum'd & Arthabaska. | Q | 78 | 18 | 37 | 50 | | | 3 75 |
| Kirkella. | Brandon. | Man | 143 | 09 | 81 | 75 | 335 00 | | 3 75 |
| Kirkhill. | Glengarry. | O | 95 | 73 | 42 | 00 | | | 3 75 |
| Kirkhill. | Cumberland. | N.S. | 12 | 00 | 18 | 75 | | | |
| Kirkland. | Carleton. | N.B. | 70 | 21 | 31 | 50 | | | |
| Kirkmount. | Pictou. | N.S. | 8 | 25 | 18 | 75 | | | |
| Kirk's Ferry. | Wright. | Q | 48 | 20 | 18 | 75 | | | |
| Kirkpatrick. | Sask. | Sask. | 16 | 50 | 18 | 75 | | | |
| Kirkwall. | Wentworth. | O | 39 | 40 | 30 | 00 | | | |
| Kirkwood. | Northumberland. | N.B. | 25 | 95 | 18 | 75 | | | |
| Kiskisink. | Portneuf. | Q | 42 | 37 | 36 | 00 | | | |
| Kissina. | Assa, East. | Sask. | 10 | 33 | 18 | 75 | | | |
| Kitamaat. | Comox-Atlin. | B.C. | 110 | 24 | 27 | 50 | | | |
| Kitchener. | Kootenay. | B.C. | 78 | 23 | 50 | 00 | | | 3 75 |

l Opened 1-11-06. c Summer office. † Including \$18.75 night allowance. ‡ For Revenue, etc., see Appendix C under Kingston sub-offices, etc.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|---------------------------|----------------------------|----------|---|------|----------------------------|-------------------------|
| | | | § | cts. | | |
| ↳ Kitscoty..... | Strathcona..... | Alta | 37 | 00 | 2 | 08 |
| ↳ Kitselas..... | Comox-Atlin..... | B.C. | 29 | 66 | 10 | 41 |
| Kleefeld..... | Provencher..... | M | 38 | 35 | 18 | 75 |
| Klock..... | Nipissing..... | O | 24 | 00 | 31 | 25 |
| Kluane..... | Yukon..... | | 20 | 00 | | |
| Knapdale..... | Middlesex, W.R..... | O | 7 | 00 | 18 | 75 |
| Knatchbull..... | Halton..... | O | 17 | 96 | 18 | 75 |
| Knee Hill Valley..... | Strathcona..... | Alta | 87 | 66 | 42 | 50 |
| Knighthampton..... | Renfrew, N.R..... | O | 35 | 95 | 18 | 75 |
| Knightville..... | King's & Albert..... | N.B. | 21 | 25 | 18 | 75 |
| Knowlesville..... | Carleton..... | N.B. | 34 | 15 | 18 | 75 |
| Knowlton Landing..... | Brome..... | Q | 95 | 65 | 33 | 00 |
| Knoxford..... | Carleton..... | N.B. | 46 | 53 | 18 | 75 |
| Knoydart..... | Antigonishe..... | N.S. | 18 | 48 | 18 | 75 |
| Kohler..... | Haldimand..... | O | 110 | 00 | 60 | 00 |
| Kokanee..... | Kootenay..... | B.C. | 45 | 20 | 18 | 75 |
| Koksilah..... | Nanaimo..... | B.C. | 41 | 68 | 18 | 75 |
| Kola..... | Brandon..... | M | 28 | 22 | 18 | 75 |
| Kolapore..... | Grey, E.R..... | O | 47 | 61 | 21 | 00 |
| Kolbeck..... | Cumberland..... | N.S. | 13 | 00 | 18 | 75 |
| Kolin..... | Asa, East..... | Sask | 6 | 25 | 18 | 75 |
| Kolomea..... | Edmonton..... | Alta | 10 | 75 | 18 | 75 |
| ↳ Komamo..... | Selkirk..... | M | 20 | 00 | 2 | 08 |
| Korah..... | Algoma, W.R..... | O | 18 | 75 | 18 | 75 |
| Kossuth..... | Waterloo, S.R..... | O | 60 | 46 | 29 | 00 |
| Kouchibouguac Beach..... | Kent..... | N.B. | 8 | 60 | 18 | 75 |
| Krakow..... | Edmonton..... | Alta | 26 | 85 | 18 | 75 |
| Kristnes..... | Mackenzie..... | Sask | 56 | 75 | 24 | 00 |
| Kronau..... | Asa, West..... | Sask | 265 | 26 | 52 | 50 |
| Kualt..... | Yale & Cariboo..... | B.C. | 304 | 87 | 121 | 50 |
| Kuhryville..... | Perth, N.R..... | O | 35 | 00 | 18 | 75 |
| Kuper Island..... | Nanaimo..... | B.C. | 69 | 50 | 37 | 50 |
| Kuroki..... | Mackenzie..... | Sask | 125 | 00 | 57 | 10 |
| Kurtzville..... | Perth, N.R..... | O | 68 | 50 | 31 | 50 |
| Kuskonook..... | Kootenay..... | B.C. | 51 | 70 | 18 | 75 |
| Kutawa..... | Humboldt..... | Sask | 163 | 11 | 72 | 00 |
| Kyle..... | Humboldt..... | Sask | 15 | 50 | 18 | 75 |
| LA BALEINE..... | Charlevoix..... | Q | 12 | 50 | 18 | 75 |
| La Barre..... | Chicoutimi & Saguenay..... | Q | 31 | 00 | 18 | 75 |
| La Barriere..... | Berthier..... | Q | 85 | 50 | 34 | 50 |
| La Butte..... | Bonaventure..... | Q | 7 | 00 | 18 | 75 |
| Laberge..... | Châteauguay..... | Q | 18 | 00 | 18 | 75 |
| La Broquerie..... | Provencher..... | M | 148 | 85 | 66 | 00 |
| L'Acadie..... | St. John & Iberville..... | Q | 133 | 00 | 56 | 25 |
| L'Acadie-Station..... | St. John & Iberville..... | Q | 40 | 65 | 18 | 75 |
| Lac à la Croix..... | Chicoutimi & Saguenay..... | Q | 12 | 00 | 18 | 75 |
| Lac à Laurent..... | Chicoutimi & Saguenay..... | Q | 4 | 88 | 18 | 75 |
| La Carrière..... | Bagot..... | Q | 33 | 50 | 18 | 75 |
| Lac aux Sables..... | Portneuf..... | Q | 120 | 09 | 52 | 50 |
| Lac Bellemare..... | Three R. & St Maurice..... | Q | 105 | 13 | 39 | 00 |
| Lac des Commissaires..... | Chicoutimi & Saguenay..... | Q | 18 | 04 | 18 | 75 |
| Lac des Ecorces..... | Labelle..... | Q | 67 | 76 | 29 | 00 |
| Lac Clair..... | Chicoutimi & Saguenay..... | Q | 7 | 23 | 18 | 75 |
| ↳ Lac-Charlevoix..... | Terrebonne..... | Q | 62 | 00 | 28 | 00 |

§ Salary, etc., entered in Auditor General's Report. †† Including \$13.60 night allowance. a Opened 1-11-06. ↳ Opened 1-3-07. † Summer Office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------------|--------------------------|----------|---|------|----------------------------|-------------------------|
| | | | \$ | cts. | | |
| Lac du Bonnet..... | Selkirk.....M | 560 34 | 220 | 50 | | 22 50 |
| La Chapelle..... | Two Mountains.....Q | 29 00 | 18 | 75 | | |
| Lachenaie..... | L'Assomption.....Q | 59 00 | 18 | 75 | | |
| La Chevrolière..... | Portneuf.....Q | 228 00 | +102 | 00 | 85 50 | 7 50 |
| Lachine Rapids..... | Jacques Cartier.....Q | 18 00 | 18 | 75 | | |
| Lac la Biche..... | Edmonton.....Alta | 23 00 | 18 | 75 | | |
| †Lac-la-Pêche..... | Champlain.....Q | 61 00 | 25 | 00 | | |
| Lac Manitou..... | Terrebonne.....Q | 57 00 | 18 | 75 | | |
| ‡Lac Manitou, Sud..... | Terrebonne.....Q | 10 00 | 25 | 00 | | |
| Lac Mercier..... | Terrebonne.....Q | 163 15 | 66 | 00 | | 7 50 |
| Lac Nantel..... | Terrebonne.....Q | 100 67 | 33 | 00 | | 3 75 |
| Lacolle Station..... | St. John & Iberville...Q | 90 20 | 40 | 50 | | 3 75 |
| La Conception Station | Labelle.....Q | 18 00 | 26 | 25 | 2 50 | |
| Laconia..... | Lunenburg.....N. S. | 8 00 | 18 | 75 | | |
| Lac Rond..... | Labelle.....Q | 18 43 | 18 | 75 | | |
| Lac Sainte Anne..... | Edmonton.....Alta | 91 35 | 22 | 50 | 2 25 | |
| Lac Saint Joseph..... | Portneuf.....Q | 102 75 | 37 | 50 | | 3 75 |
| Lac Sec..... | Chicoutimi & Saguenay Q | 22 97 | 18 | 75 | | |
| Lac-Windigo..... | Labelle.....Q | 28 75 | 18 | 75 | | |
| La Décharge..... | Chicoutimi & Saguenay Q | 42 10 | 21 | 00 | | |
| La Descente des Femmes | Chicoutimi & Saguenay Q | 20 60 | 18 | 75 | | |
| Ladd's-Mills..... | Stanstead.....Q | 35 39 | 21 | 00 | | |
| Ladstock..... | Humboldt.....Sask | 51 33 | 18 | 75 | | |
| Lady Bank..... | Grey, E.R.....O | 17 25 | 18 | 75 | | |
| Ladysmith..... | Lambton, W.R.....O | 24 50 | 18 | 75 | | |
| Ladywood..... | Selkirk.....M | 26 39 | 18 | 75 | | |
| Lafontaine..... | Simcoe, E.R.....O | 136 12 | 66 | 00 | | 6 25 |
| Lagace..... | Bonaventure.....Q | 100 02 | 36 | 00 | 5 25 | 3 75 |
| Laganière..... | Portneuf.....Q | 12 50 | 18 | 75 | | |
| Laggan..... | Glengarry.....O | 87 36 | 42 | 50 | | 3 75 |
| Laggan..... | Pictou.....N. S. | 14 50 | 18 | 75 | | |
| Laggan..... | Calgary.....Alta | 561 50 | 229 | 50 | | 22 50 |
| La Guerre..... | Huntingdon.....Q | 40 50 | 21 | 25 | | |
| La Have Island..... | Lunenburg.....N. S. | 78 23 | 36 | 00 | | 3 75 |
| Laird..... | Algoma, W.R.....O | 23 00 | 18 | 75 | | |
| Lajord..... | Qu'Appelle.....Sask | 136 30 | 37 | 50 | | 3 75 |
| Lake..... | Hastings, W.R.....O | 18 95 | 18 | 75 | | |
| Lake Ainslie Chapel..... | Inverness.....N. S. | 4 00 | 18 | 75 | | |
| Lake Ainslie (W. Side)..... | Inverness.....N. S. | 10 00 | 18 | 75 | | |
| Lake Ainslie (E. Side)..... | Inverness.....N. S. | 23 51 | 18 | 75 | | |
| Lake Ainslie (S. Side)..... | Inverness.....N. S. | 6 00 | 18 | 75 | | |
| Lake Annis..... | Yarmouth.....N. S. | 43 45 | 15 | 75 | | |
| αLac des Îles..... | Labelle.....Q | 8 00 | 2 | 08 | | |
| Lac Humqui..... | Rimousqui.....Q | 110 00 | | | | |
| Lake Aylmer..... | Richmond & Wolfe...Q | 53 15 | 22 | 50 | | |
| Lake Baker..... | Victoria.....N. B. | 24 53 | 18 | 75 | | |
| Lake Beauport..... | Quebec.....Q | 110 50 | 49 | 50 | | 3 75 |
| Lakeburn..... | Westmoreland.....N. B. | 16 30 | 18 | 75 | | |
| Lake Cayamont..... | Pontiac.....Q | 17 00 | 18 | 75 | | |
| Lake Centre..... | Humboldt.....Sask | 21 30 | 18 | 75 | | |
| Lake Charles..... | Grey, N.R.....O | 27 65 | 18 | 75 | | |
| Lake Clear..... | Renfrew, S.R.....O | 18 45 | 18 | 75 | | |
| Lakedale..... | Guy'sborough.....N. S. | 19 50 | 18 | 75 | | |
| Lake de May..... | Strathcona.....Alta | 10 25 | 18 | 75 | | |
| Lake Dore..... | Renfrew, N.R.....O | 18 75 | 18 | 75 | | |
| Lake Edward..... | Victoria.....N. B. | 17 00 | 18 | 75 | | |
| αLac Edward..... | Quebec.....Q | 293 81 | *121 | 30 | | 11 25 |

† Including \$27 night allowance. α Opened 1-3-07. β Credit for new office not yet opened.
 c Opened 27-3-07. * Including \$1.50 night allowance. ‡ Summer Office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------------|-------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Lake Egmont..... | Halifax..... | N.S. | 7 25 | 18 75 | |
| Lakefield..... | Argenteuil..... | Q | 73 80 | 28 50 | |
| Lake Frances..... | Macdonald..... | M | 39 32 | 21 00 | |
| Lake Francis Sta..... | Macdonald..... | M | 7 00 | | |
| Lake George..... | York..... | N.B. | 40 21 | 18 75 | |
| Lake George..... | King's..... | N.S. | 24 13 | 18 75 | |
| Lake George..... | Yarmouth..... | N.S. | 13 00 | 18 75 | |
| Lakehurst..... | Peterborough, W.R..... | O | 112 15 | 39 00 | 3 75 |
| Lake Killarney..... | Cumberland..... | N.S. | 12 48 | 18 75 | |
| Lakeland..... | Portage la-Prairie..... | M | 20 68 | 18 75 | |
| Lakelands..... | Cumberland..... | N.S. | 9 00 | 18 75 | |
| Lake La Rose..... | Annapolis..... | N.S. | 6 25 | 18 75 | |
| Lakelet..... | Huron, E.R..... | O | 113 18 | 40 00 | 2 50 |
| Lake Munro..... | Annapolis..... | N.S. | 18 75 | 18 75 | |
| Lake Opinicon..... | Frontenac..... | O | 20 61 | 18 75 | |
| Lake Park..... | Sask..... | Sask | 7 45 | 17 56 | |
| Lake Paul..... | King's..... | N.S. | 9 10 | 18 75 | |
| Lake Pleasant..... | Annapolis..... | N.S. | 35 00 | 18 75 | |
| Lake Ramsay..... | Lunenburg..... | N.S. | 10 25 | 18 75 | |
| Lake Road..... | King's & Albert..... | N.B. | 6 00 | 18 75 | |
| Lake Road..... | Colchester..... | N.S. | 6 50 | 18 75 | |
| Lake St Charles..... | Quebec..... | Q | 6 25 | 18 75 | |
| Lake St Mary..... | Wright..... | Q | 100 75 | 39 00 | 6 00 3 75 |
| Lakeside..... | Jacques-Cartier..... | Q | 186 40 | 112 50 | 3 75 |
| Lakeside..... | Oxford, N.R..... | O | 148 52 | 63 75 | 3 75 |
| Lakeside..... | Yarmouth..... | N.S. | 12 00 | 18 75 | |
| Lake Stream..... | Kent..... | N.B. | 9 25 | 18 75 | |
| Laketon..... | Kent..... | N.B. | 13 50 | 18 75 | |
| Lake-Uist..... | Richmond..... | N.S. | 15 00 | 18 75 | |
| Lakevale..... | Antigonishe..... | N.S. | 22 93 | 18 75 | |
| Lake Valley..... | Assa, West..... | Sask | 18 44 | 18 75 | |
| Lake Verd..... | Queen's..... | P.E.I. | 13 00 | 18 75 | |
| Lakeview..... | King's..... | N.S. | 59 25 | 18 75 | |
| Lakeview..... | Argenteuil..... | Q | 27 39 | 18 75 | |
| Lakeview..... | Sunbury & Queen's..... | N.B. | 18 95 | 18 75 | |
| Lakeview..... | Elgin, E.R..... | O | 76 00 | 36 00 | 3 75 |
| Lake View House..... | Portneuf..... | Q | 30 25 | 25 00 | |
| Lakeville..... | Carleton..... | N.B. | 88 05 | 40 50 | 3 75 |
| Lakeville..... | King's..... | N.S. | 179 92 | 96 00 | 2 25 7 50 |
| Lakeville..... | King's..... | P.E.I. | 29 10 | 18 75 | |
| Lakeville Corner..... | Sunbury & Queen's..... | N.B. | 20 50 | 18 75 | |
| Lake Weedon..... | Richmond & Wolfe..... | Q | 164 00 | 80 00 | 7 50 |
| Lake William..... | Megantic..... | Q | 9 00 | 18 75 | |
| Lakewood..... | St. John..... | N.B. | 13 05 | 18 75 | |
| Lalonde..... | Prescott..... | O | 20 91 | 18 75 | |
| La Macaza..... | Labelle..... | Q | 71 70 | 34 50 | 3 75 |
| Lake St. Joseph Hotel..... | Portneuf..... | Q | | 25 00 | |
| Lakeview..... | Strathcona..... | Alta | 29 00 | 2 08 | |
| La-Mare..... | Charlevoix..... | Q | 26 00 | 18 75 | |
| L'Anaroux..... | York, S.R..... | O | 41 49 | 18 75 | |
| La Mische..... | Montmorency..... | Q | 16 75 | 18 75 | |
| Lamlash..... | Grey, S.R..... | O | 38 68 | 18 75 | |
| Lammermoor..... | Lanark, N.R..... | O | 30 45 | 18 75 | |
| Lamon..... | Middlesex, N.R..... | O | 19 25 | 18 75 | |
| Lamont..... | Edmonton..... | Alta | 404 64 | *303 25 | 20 00 |
| L'Amoureux..... | Edmonton..... | Alta | 29 81 | 18 75 | 2 25 |
| Lancelot..... | Mus-koka..... | O | 35 26 | 18 75 | |

a Summer office.

b Opened 1-3-07.

c Opened 27-3-07.

d Closed 14-3-07.

e Opened 1-8-06.

* Including §§ night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|---------------------------------------|----------------------------|------------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Landerkin..... | Grey, S.R..... | O 10 00 | 18 75 | | |
| Landestrew..... | Assa. East..... | Sask 1 50 | 18 75 | | |
| Landor..... | Colchester..... | N.S 16 00 | 18 75 | | |
| Landreville..... | Beauharnois..... | Q 15 00 | 18 75 | | |
| Landry..... | Gloucester..... | N.B 12 00 | 18 75 | | |
| Lands End..... | King's & Albert..... | N.B 11 75 | 18 75 | | |
| Lanes..... | Huron, W.R..... | O 40 19 | 22 50 | | |
| Lanesville..... | Colchester..... | N.S 9 00 | 18 75 | | |
| Lang..... | Peterborough, E.R..... | O 136 13 | 64 50 | 3 75 | 3 75 |
| Langbank..... | Lambton, W.R..... | O 41 09 | 24 25 | | |
| Langevin..... | Dorchester..... | Q 143 80 | 58 50 | | 3 75 |
| Langevin..... | Assa. West..... | Alta 13 50 | 18 75 | | |
| Langford..... | Brant..... | O 22 50 | 18 75 | | |
| Langley Prairie..... | New Westminster..... | B.C 184 24 | 54 00 | 3 75 | 3 75 |
| Langman..... | Simcoe, N.R..... | O 14 05 | 18 75 | | |
| Langside..... | Bruce, S.R..... | O 59 51 | 24 00 | | |
| Langstaff..... | York, C.R..... | O 33 50 | 18 75 | | |
| Langvale..... | Soucis..... | M 18 75 | 18 75 | | |
| a Lanigan..... | Humboldt..... | Sask 35 00 | 2 08 | | |
| Lanoieville..... | Richelieu..... | Q 54 75 | 36 00 | | 2 50 |
| Lanoraie Station..... | Joliette..... | Q 5 00 | 18 75 | | |
| Lansdowne..... | Carleton..... | N.B 22 01 | 18 75 | | |
| Lansdowne..... | Digby..... | N.S 25 75 | 18 75 | | |
| Lansdowne-Station..... | Pictou..... | N.S 113 20 | 60 00 | 6 75 | 3 75 |
| L'Anse à Brillant..... | Gaspé..... | Q 34 50 | 18 75 | | |
| L'Anse à Giles..... | L'Islet..... | Q 57 11 | 37 50 | | 3 75 |
| b L'Anse à Giles Stn..... | L'Islet..... | Q 25 65 | 12 50 | | |
| L'Anse à la Barbe..... | Bonaventure..... | Q 65 31 | 34 50 | | |
| L'Anse à la Cabane..... | Gaspé..... | Q 17 96 | 18 75 | | |
| L'Anse à la Louise..... | Gaspé..... | Q 85 83 | 48 00 | | 3 75 |
| L'Anse à Beaufls..... | Gaspé..... | Q 114 00 | 43 50 | | 3 75 |
| L'Anse au Foin..... | Chicoutimi & Saguenay..... | Q 81 00 | 36 00 | 2 25 | |
| L'Anse à Vallean..... | Gaspé..... | Q 18 93 | 18 75 | | |
| L'Anse Saint Jean..... | Chicoutimi & Saguenay..... | Q 97 81 | 41 25 | 3 00 | 3 75 |
| Lansing..... | York, S.R..... | O 86 99 | 36 00 | | 3 75 |
| Lantz..... | Lunenburg..... | N.S 35 52 | 18 75 | | |
| La Passe..... | Renfrew, N.R..... | O 92 75 | 24 00 | | |
| b Lapeyrière..... | Gaspé..... | Q 15 00 | 12 50 | | |
| La Petite Rivière Saint François..... | Charlevoix..... | Q 74 70 | 32 00 | 2 50 | |
| La Plaine..... | Terrebonne..... | Q 49 89 | 18 75 | | |
| La Plante..... | Gloucester..... | N.B 21 45 | 18 75 | | |
| La Présentation..... | St. Hyacinthe..... | Q 58 50 | 46 50 | | 3 75 |
| Lapland..... | Lunenburg..... | N.S 18 23 | 18 75 | | |
| L'Archevêque..... | Richmond..... | N.S 11 09 | 18 75 | | |
| Lardo..... | Kootenay..... | B.C 128 23 | 47 00 | 6 00 | 2 50 |
| L'Ardoise..... | Richmond..... | N.S 150 44 | 57 75 | | 3 75 |
| L'Ardoise Highlands..... | Richmond..... | N.S 10 50 | 18 75 | | |
| La Renaudière..... | Moatmagny..... | Q 41 00 | 18 75 | | |
| Larkin..... | Hastings, E.R..... | O 18 75 | 18 75 | | |
| Laroche..... | Brome..... | Q 10 25 | 18 75 | | |
| Larochelle..... | Mégantic..... | Q 10 60 | 18 75 | | |
| La Rochelle..... | Provencher..... | M 17 95 | 18 75 | | |
| c Larose Station..... | Argenteuil..... | Q 5 00 | + 8 70 | 1 63 | 0 51 |
| Larry's River..... | Guysborough..... | N.S 100 45 | 45 00 | | 3 75 |
| L'Artifice..... | Châteauguay..... | Q 31 00 | 18 75 | | |
| La Salette..... | Norfolk..... | O 99 32 | 45 00 | | 3 75 |
| La Salle..... | Macdonald..... | M 141 82 | 69 00 | 4 50 | 7 50 |

* Including \$9 night allowance. a Opened. 1-3-07. b Opened 1-10-06. c Closed 13-8-06. † Including \$2.40 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|--------------------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Lascelles..... | Wright..... | Q 86 52 | 37 50 | | 3 75 |
| L'Ascension..... | Montcalm..... | Q 118 50 | 39 00 | | 3 75 |
| Laskay..... | York, N.R..... | O 122 00 | 72 50 | | 6 25 |
| Lasswade..... | Peterborough, E.R..... | O 45 25 | 18 75 | | |
| Last Chance..... | Yukon..... | Q 17 70 | \$ | | |
| Last Mountain..... | Humboldt, Sask..... | Q 57 37 | 18 75 | | |
| Latchford Bridge..... | Renfrew, S.R..... | O 11 00 | 18 75 | | |
| Laterrière..... | Chicoutimi & Saguenay, Q..... | Q 33 93 | 26 50 | | |
| Latimer..... | Frontenac..... | O 45 85 | 18 75 | | |
| Lattie's Brook..... | Hants..... | N.S 50 44 | 18 75 | | |
| La Tuque..... | Champlain..... | Q 145 37 | 33 00 | 2 25 | |
| Lauching Place..... | King's..... | P.E.I 17 14 | 18 75 | | |
| Lauretta..... | Prince..... | P.E.I 14 00 | 18 75 | | |
| Laurel..... | Argenteuil..... | Q 18 72 | 18 75 | | |
| Laurence..... | Montcalm..... | Q 37 30 | 18 75 | | |
| Laurier..... | Huron, W.R..... | O 33 18 | *33 25 | | |
| Laurier..... | Lotbinière..... | Q 73 40 | 32 00 | | 2 50 |
| Laovina..... | Sunbury & Queen's, N.B..... | Q 11 23 | 18 75 | | |
| Laval..... | Montmorency..... | Q 29 95 | 18 75 | | |
| La Vallée..... | Thunder Bay & Rainy-River..... | O 211 19 | **100 26 | | 7 50 |
| Lavaltrie Station..... | Joliette..... | Q 34 00 | 22 50 | | |
| Lavant..... | Lanark, N.R..... | O 19 98 | 18 75 | | |
| Lavant Station..... | Lanark, N.R..... | O 103 56 | 54 00 | 7 50 | 3 75 |
| Lavender..... | Dufferin..... | O 46 86 | 24 00 | | |
| Laovina..... | Marquette..... | M 7 00 | 18 75 | | |
| La Vernière..... | Gaspé..... | Q 5 25 | 18 75 | | |
| La Visitation..... | Yamaska..... | Q 65 45 | 22 50 | | |
| Lawfield..... | Sunbury & Queen's, N.B..... | Q 18 25 | 18 75 | | |
| Lawrence Station..... | Charlotte..... | N.B 96 00 | 37 50 | 2 25 | 3 75 |
| Lawrence Station..... | Elgin, W.R..... | O 179 48 | 61 50 | | 3 75 |
| Lawrencetown..... | Halifax..... | N.S 30 75 | 18 75 | | |
| Lawson..... | Sunbury & Queen's, N.B..... | Q 23 75 | 18 75 | | |
| Lawson..... | Simcoe, E.R..... | O 27 48 | 12 50 | | |
| Layton..... | Ontario, N.R..... | O 57 74 | 25 50 | | |
| Leadbury..... | Huron, S.R..... | O 81 60 | 37 50 | | 3 75 |
| Leadville..... | Brome..... | Q 15 00 | 18 75 | | |
| Leannington..... | Cumberland..... | N.S 22 56 | 18 75 | | |
| Learned Plain..... | Compton..... | Q 36 50 | 18 75 | | |
| Leaside Junction..... | York, S.R..... | O 37 10 | 22 00 | | |
| Leaskdale..... | Ontario, N.R..... | O 79 15 | 24 00 | | |
| Leavitt..... | Alta..... | Alta 20 55 | 18 75 | | |
| Lebanon..... | Wellington, N.R..... | O 31 00 | 18 75 | | |
| Leblanc..... | Westmoreland..... | N.B 39 00 | 18 75 | | |
| Le Blancville..... | Westmoreland..... | N.B 3 00 | 18 75 | | |
| <i>a</i> Laval..... | Strathcona..... | Alta 235 13 | +56 98 | | 3 75 |
| <i>b</i> Laurence..... | Alb. ta..... | Alta 68 73 | 14 58 | | |
| <i>d</i> Lawler..... | Mackenzie..... | Sask 28 08 | 8 33 | | |
| <i>c</i> Laxdal..... | Humboldt..... | Sask 23 00 | 4 16 | | |
| Le Bouthillier..... | Gloucester..... | N.B 42 51 | 18 75 | | |
| Le Bras..... | Beauce..... | Q 54 10 | 24 25 | | |
| Leclair..... | Pontiac..... | Q 24 06 | 18 75 | | |
| Leclercville..... | Lotbinière..... | Q 121 27 | 48 00 | | 3 75 |
| Ledge..... | Charlotte..... | N.B 44 00 | 18 75 | | |
| Lee Avenue..... | York, S.R..... | O + | + | | |

* Including \$12 night allowance, of which \$4 is arrears.
of which \$2.76 is arrears.

+ Including \$11.98 night allowance.

General's report. *a* Late Dimwoodie. *b* Opened 1-9-06.
† For Revenue, &c., see Appendix C under Toronto sub-offices.

** Including \$20.76 night allowance,
§ Salary, &c., entered in Auditor
c Opened 1-2-07. *d* Opened 1-12-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|------------------------------------|--------------------------------------|------------|---|------|----------------------------|-------------------------|
| | | | § | cts. | | |
| Leeburn..... | Algoma, W.R..... | O | 24 | 73 | | |
| Leeds..... | Leeds..... | O | 25 | 96 | | |
| Leesboro'..... | Middlesex, E.R..... | O | 32 | 30 | | |
| Lee Valley..... | Algoma, E.R..... | O | | 18 | 75 | |
| Lefaiwe's Corners..... | Simcoe, E.R..... | O | 17 | 65 | | 1 25 |
| Legal..... | Edmonton, Alta | | 101 | 25 | 26 | 00 |
| Leger Brook..... | Westmoreland..... | N.B | 23 | 21 | 18 | 75 |
| Légère..... | Northumberland..... | N.B | 11 | 00 | 18 | 75 |
| Légère Corner..... | Westmoreland..... | N.B | 46 | 00 | 18 | 75 |
| Légerville..... | Kent..... | N.B | 24 | 75 | 18 | 75 |
| Leggatt..... | Dufferin..... | O | 24 | 50 | 18 | 75 |
| Lemster..... | Lennox & Addington | O | 12 | 75 | 18 | 75 |
| Leitche's Creek..... | North Cape Breton & Victoria..... | N.S | 15 | 50 | 18 | 75 |
| Leith..... | Grey, N.R..... | O | 137 | 74 | 46 | 50 |
| Leitrim..... | Russell..... | O | 55 | 60 | 21 | 00 |
| Leland..... | Frontenac..... | O | 8 | 00 | 18 | 75 |
| Lemay..... | Wright..... | O | 13 | 26 | 18 | 75 |
| Lemesurier..... | Mégantic..... | O | 46 | 22 | 22 | 50 |
| Lemieux..... | Prescott..... | O | 126 | 89 | 51 | 00 |
| Lemieux..... | Nicolet..... | O | 32 | 45 | 18 | 75 |
| Leminster..... | Hants..... | N.S | d | 6 | 00 | |
| Lemontville..... | York, N.R..... | O | 62 | 22 | 34 | 50 |
| Lena..... | Souris..... | M | 129 | 45 | 18 | 75 |
| Lenora Lake..... | Humboldt..... | Sask | 18 | 00 | 18 | 75 |
| a Lennox..... | Souris..... | M | | | 3 | 12 |
| Lennox Ferry..... | Richmond..... | N.S | 36 | 00 | 18 | 75 |
| Leofeld..... | Humboldt..... | Sask | 149 | 77 | 73 | 50 |
| Leonard..... | Russell..... | O | 95 | 08 | 39 | 00 |
| Leonardville..... | Charlotte..... | N.B | 75 | 00 | 30 | 00 |
| Leopold..... | Argenteuil..... | O | 23 | 73 | 18 | 75 |
| Leoville..... | Prince..... | P.F.I | 27 | 25 | 18 | 75 |
| Le Petit Bois Franc..... | Témiscouata..... | Q | 17 | 95 | 18 | 75 |
| Lequille..... | Annapolis..... | N.S | 107 | 18 | 52 | 50 |
| Leroy..... | Cumberland..... | N.S | 9 | 45 | 18 | 75 |
| Lerwick..... | Victoria..... | N.B | 20 | 25 | 18 | 75 |
| Les Chenaux..... | Montmorency..... | Q | 24 | 15 | 30 | 75 |
| Les Dalles..... | Montcalm..... | Q | 17 | 00 | 18 | 55 |
| Les Fonds..... | Lotbinière..... | Q | 60 | 50 | 30 | 00 |
| Les Grandes Bergeronnes..... | Chicoutimi & Saguenay | Q | 76 | 45 | 30 | 00 |
| Les Grands Déserts..... | Quebec..... | Q | 17 | 95 | 18 | 75 |
| Leskard..... | Durham..... | O | 106 | 71 | 41 | 25 |
| Leslie..... | Gaspé..... | Q | 33 | 15 | 21 | 00 |
| b Leslieville..... | Strathcona..... | Alta | 33 | 00 | 6 | 25 |
| Les Petites Bergeronnes..... | Chicoutimi & Saguenay | Q | 17 | 95 | 18 | 75 |
| Les Petites Bergeronnes Ouest..... | Chicoutimi & Saguenay | Q | 10 | 70 | 18 | 75 |
| Lessard..... | Beauce..... | Q | 24 | 20 | 18 | 75 |
| Les Saules..... | Quebec..... | Q | 41 | 92 | 18 | 75 |
| Lesser Slave Lake..... | ..... | Atlabaseca | 66 | 17 | 26 | 50 |
| L'Etang..... | Charlotte..... | N.B | 23 | 25 | 24 | 25 |
| L'Etete..... | Charlotte..... | N.B | 105 | 00 | 42 | 00 |
| Lett..... | Renfrew, S.R..... | O | 17 | 95 | 18 | 75 |
| Letterkenny..... | Renfrew, S.R..... | O | 3 | 25 | 18 | 75 |
| Lever..... | Charlotte..... | N.B | 23 | 50 | 18 | 75 |
| Lewis Bay West..... | South Cape Breton..... | N.S | 3 | 00 | 18 | 75 |
| Lewis Cove Road..... | Richmond..... | N.S | 11 | 30 | 18 | 75 |
| Lewisham..... | Muskoka..... | O | 68 | 85 | 35 | 00 |

† Including \$12 night allowance. ‡ Including \$9 special forward allowance. a Closed 15-8-06.
 b Opened 1-1-07. d Credit for new office not yet opened.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|------------------------|---------------------------|----------|---|---------|----------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | | |
| Lewis Head | Shelburne & Queen's, N.S. | 36 71 | 18 75 | | | |
| Lewis Mills | Hants, N.S. | 8 25 | 18 75 | | | |
| Lewis Mountain | Westmoreland, N.B. | 11 50 | 18 75 | | | |
| Lewis Mountain | Inverness, N.S. | 8 00 | 18 75 | | | |
| Lewiston | Halifax, N.S. | 123 82 | 63 00 | | | 3 75 |
| Lewisville | Strathcona, Alta. | 68 54 | 34 50 | c 35 00 | | 3 75 |
| Lewisville | Westmoreland, N.B. | 326 50 | 41 25 | 2 25 | | 3 75 |
| Lexington | Inverness, N.S. | 12 50 | 18 75 | | | |
| Libbytown | Stanstead, Q. | 24 46 | 18 75 | | | |
| Libau | Selkirk, M. | 10 00 | 18 75 | | | |
| Lidford | Marquette, M. | 2 00 | 18 75 | | | |
| Lidstone | Dauphin, M. | 17 93 | 18 75 | | | |
| Lifford | Durham, O. | 55 23 | 30 00 | | | |
| Lille | Alberta, Alta. | 442 79 | *423 00 | | | 26 25 |
| Lillyfield | Selkirk, M. | 38 94 | 18 75 | | | |
| <i>b</i> Lillies | Brockville, O. | 6 25 | | | | |
| Lily | Cumberland, N.S. | 29 73 | 18 75 | | | |
| Lily Bay | Dauphin, M. | 32 65 | 18 75 | | | |
| Lily Lake | Algoma, E.R. | 6 25 | 18 75 | | | |
| Lily Oak | Grey, E.R. | 8 95 | 18 75 | | | |
| Lily Plain | Sask., Sask. | 32 95 | 18 75 | | | |
| Lily Vale | Colchester, N.S. | 7 50 | 18 75 | | | |
| Lime Bank | Russell, O. | 28 20 | 18 75 | | | |
| Lime Hill | King's & Albert, N.B. | 5 60 | 18 75 | | | |
| Lime Hill | Inverness, N.S. | 11 70 | †27 75 | | | |
| Limehouse | Halton, O. | 123 42 | 48 75 | | | 3 75 |
| Limekiln | York, N.B. | 10 00 | 18 75 | | | |
| Lime Lake | Hastings, E.R. | 22 85 | 18 75 | | | |
| Lime Rock | Pictou, N.S. | 15 20 | 18 75 | | | |
| Limestone | Carlton, O. | 12 00 | 18 75 | | | |
| L'Immaculée Conception | Bonaventure, S. Q. | 9 00 | 18 75 | | | |
| Lincoln | Sunbury & Queen's, N.B. | 23 22 | 18 75 | | | |
| Lincoln | Queen's, P.E.I. | 14 75 | 18 75 | | | |
| Linda | Compton, Q. | 23 00 | 18 75 | | | |
| Lindell | New Westminster, B.C. | 9 76 | 18 75 | | | |
| Linden | Cumberland, N.S. | 83 96 | 34 50 | | | 3 75 |
| Linden Valley | Victoria & Haliburton, O. | 68 66 | 32 00 | | | |
| Lindenwood | Grey, N.R. | 12 50 | 18 75 | | | |
| Lindsay | Carleton, N.B. | 18 25 | 18 75 | | | |
| Limeboro' | Stanstead, Q. | 18 75 | 18 75 | | | |
| Limeham | Calgary, Alta. | 39 97 | 18 75 | | | |
| Lingan | South Cape Breton, N.S. | 117 50 | 40 50 | | | 3 75 |
| Lingan Road | South Cape Breton, N.S. | 12 50 | 18 75 | | | |
| Link | Nipissing, O. | 349 56 | 18 75 | | | |
| Linkletter | Prince, P.E.I. | 17 50 | 18 75 | | | |
| Linton | York, N.R. | 40 00 | 18 75 | | | |
| Linton's | Sunbury & Queen's, N.B. | 22 50 | 18 75 | | | |
| Lintrathen | Macdonald, M. | 24 50 | 18 75 | | | |
| <i>a</i> Linville | Carleton, N.B. | 26 00 | 17 73 | | | |
| Linwood | Antigonish, N.S. | 52 90 | 24 00 | | | |
| Lippentott | Assa, East, Sask. | 10 00 | 18 75 | | | |
| Lisbon | Perth, N.R. | 19 12 | 18 75 | | | |
| Lisburn | Bruce, S.R. | 15 00 | 18 75 | 3 75 | | |
| Liscombe Mills | Guy'sborough, N.S. | 112 18 | 56 25 | 2 25 | | 3 75 |
| Lisgar | Peel, O. | 39 75 | 21 00 | | | |
| Lisgar Station | Drummond & Arthabaska, Q. | 147 00 | 72 50 | | | 7 50 |
| Lisle | Simcoe, S.R. | 233 57 | 92 00 | | | 7 50 |

a Opened 16-7-'06. *b* Opened 25-3-'07. *c* Including \$5 arrears forward. * Including \$85.75 arrears of salary for five months ended June 30, '06. † Including \$9 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent |
|---------------------------------|-------------------------------|----------|--------------------------------------|---------|--------|
| | | | (based on revenue of previous year). |  |  | Allowance. | Allowance. |
| | | § cts. | § cts. | § cts. | § cts. |
| L'Islet Station | L'Islet..... Q | 112 55 | 42 00 | | 3 75 |
| Lismore..... | Pictou..... N.S. | 38 25 | 18 75 | | |
| Lisson..... | King's & Albert..... N.B. | 10 50 | 18 75 | | |
| Litchfield..... | Annapolis..... N.S. | 19 25 | 18 75 | | |
| a Listerville..... | Carleton..... N.B. | 13 25 | 18 75 | | |
| b Little Bow..... | Alberta..... Alta | 7 00 | 2 08 | | |
| Little Aldouane..... | Kent..... N.B. | 39 96 | 18 75 | | |
| Little Bartibog..... | Northumberland..... N.B. | 6 00 | 18 75 | | |
| Little Bass River..... | Colchester..... N.S. | 58 75 | 37 50 | 2 25 | 3 75 |
| Little Beach..... | St. John's..... N.B. | 10 25 | 18 75 | | |
| Little Branch..... | Northumberland..... N.B. | 31 10 | 18 75 | | |
| Little Bras d'Or (S. side)..... | N. Cap. Bret. & Vic. N.S. | 9 00 | 18 75 | | |
| Little Bras d'Or Bridge..... | N. Cap. Bret. & Vic. N.S. | 11 68 | 18 75 | 75 00 | |
| Little Brook..... | Digby..... N.S. | 72 55 | 37 50 | | |
| Little Brook Station..... | Digby..... N.S. | 40 75 | 18 75 | 15 00 | |
| Little Cape..... | Westmoreland..... N.B. | 45 00 | 18 75 | | |
| Little Dover..... | Guy'sborough..... N.S. | 13 00 | 18 75 | | |
| Little Forks..... | Cumberland..... N.S. | 47 66 | 29 75 | | |
| Little Forks..... | Kent..... N.B. | 13 85 | 18 75 | | |
| Little Harbour..... | King's..... P.E.I. | 12 75 | 18 75 | | |
| Little Harbour..... | Pictou..... N.S. | 13 98 | 18 75 | 2 25 | |
| Little Judique..... | Inverness..... N.S. | 25 98 | 18 75 | | |
| Little Judique Ponds..... | Inverness..... N.S. | 13 00 | 18 75 | | |
| Little Lake..... | Sunbury & Queen's..... N.B. | 38 75 | 18 75 | | |
| Little Lepreaux..... | Charlotte..... N.B. | 43 50 | 18 75 | | |
| Little Liscombe..... | Guy'sborough..... N.S. | 15 00 | 18 75 | | |
| Little Lorraine..... | South Cape Breton..... N.S. | 12 45 | 18 75 | | |
| Little Mabou..... | Inverness..... N.S. | 8 00 | 18 75 | | |
| Little Metis Station..... | Rimouski..... Q | 88 37 | 75 00 | | 2 50 |
| Little Narrows..... | N. Cap. Bret. & Vic. N.S. | 12 50 | 18 75 | | |
| Little Pabos..... | Gaspé..... Q | 86 50 | 146 50 | | 3 75 |
| Little Pierre Jacques..... | Prince..... P.E.I. | 32 23 | 18 75 | | |
| Little Plume..... | As-a-West..... Alta | 32 37 | 18 75 | | |
| Little Pond..... | N. Cap. Bret. & Vic. N.S. | 8 00 | 18 75 | | |
| Little Pond..... | King's..... P.E.I. | 19 51 | 18 75 | | |
| Little Port L'Hébert..... | Shelburne & Queen's..... N.S. | 6 25 | 18 75 | 2 25 | |
| Little Rapids..... | Algona, E.R..... O | 77 00 | 33 00 | | |
| Little Rideau..... | Prescott..... O | 31 98 | 21 25 | | |
| Little Ridge..... | King's & Albert..... N.B. | 4 00 | 18 75 | | |
| Little Ridgeton..... | Charlotte..... N.B. | 18 00 | 18 75 | | |
| Little River Chaloupe..... | Chicoutimi & Saguenay..... Q | 12 20 | 731 25 | | |
| Little River, Cheticamp..... | Inverness..... N.S. | 17 00 | 18 75 | | |
| Little River, East..... | Gaspé..... Q | 102 92 | 45 00 | 2 25 | 3 75 |
| Little River, West..... | Gaspé..... Q | 74 66 | 137 50 | | |
| Little River..... | Cumberland..... N.S. | 44 93 | 18 75 | | |
| Little River..... | Digby..... N.S. | 118 25 | 45 00 | | 3 75 |
| Little River Harbour..... | Yarmouth..... N.S. | 4 00 | 18 75 | | |
| Little Rocher..... | King's & Albert..... N.B. | 34 74 | 18 75 | | |
| Little Sands..... | King's..... P.E.I. | 41 20 | 18 75 | | |
| Little Shemogue..... | Westmoreland..... N.B. | 47 75 | 18 75 | | |
| Little Shippigan..... | Gloucester..... N.B. | 17 95 | 18 75 | | |
| Little Tancook..... | Lunenburg..... N.S. | 17 52 | 18 75 | | |
| Little Tignish..... | Prince..... P.E.I. | 7 25 | 18 75 | | |
| Littlewood..... | Middlesex, W.R..... O | 32 20 | 18 75 | | |
| Little York..... | Queen's..... P.E.I. | 69 40 | 25 50 | 9 00 | |
| Living Spring..... | Wellington, N.R..... O | 20 30 | 18 75 | | |
| Livingstone..... | Alta..... Alta | 127 59 | 49 50 | | 3 75 |

†Including \$9 night allowance.

‡Including \$12.50 night allowance of which \$5 is arrears.

* \$5 arrears forward.

a Late Mars Hill.

b Opened 1-3-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|--|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Livingstone Cove..... | Antigonish..... N.S. | 9 00 | 18 75 | 2 25 | |
| Livingstone Creek..... | Algoma, E.R..... O | 96 15 | 42 50 | | 3 75 |
| Llewelyn..... | Assa. East..... Sask | 49 47 | 25 50 | | |
| Lloyd..... | Lanark, N.R..... O | 14 00 | 18 75 | | |
| Lobethal..... | Assa. West..... Sask | 40 67 | 19 84 | | |
| Lobo..... | Middlesex, N.R..... O | 106 00 | 52 50 | | 3 75 |
| Lochaber Bay..... | Labelle..... Q | 83 59 | 31 50 | | |
| Lochaber Mines..... | Halifax..... N.S. | 26 71 | 18 75 | | |
| Lochalsh..... | Huron, W.R..... O | 126 85 | 57 00 | | 3 75 |
| Loch Ban..... | Inverness..... N.S. | 16 50 | 18 75 | | |
| Loch Broom..... | Pictou..... N.S. | 19 75 | 18 75 | | |
| Lochend..... | Calgary..... Alta | 28 70 | 18 75 | | |
| Lochiel..... | Glenarry..... O | 144 75 | 63 00 | | 3 75 |
| Loch Katrine..... | Antigonish..... N.S. | 45 67 | 18 75 | | |
| Loch Lomond..... | Richmond..... N.S. | 48 00 | 18 75 | 2 25 | |
| Loch Lomond, West..... | Richmond..... N.S. | 14 00 | 18 75 | | |
| Loch Monar..... | Macdonald..... M | 17 96 | 22 50 | | |
| Lochside..... | Richmond..... N.S. | 32 88 | 18 75 | | |
| Loch Winnoch..... | Renfrew, S.R..... O | 28 95 | 18 75 | | |
| Locke Road..... | Prince..... P.-E.I | 14 23 | 18 75 | | |
| Lockhart..... | Strathcona..... Alta | 30 32 | 14 58 | | |
| Lockhartville..... | King's..... N.S. | 93 00 | 36 00 | | 2 50 |
| Lockport..... | Selkirk..... M | 123 25 | 45 00 | 7 50 | 3 75 |
| Locksley..... | Renfrew, N.R..... O | 19 29 | 18 75 | | |
| Locksley Station..... | Renfrew, N.R..... O | 10 45 | 18 75 | | |
| Lockton..... | Peel..... O | 51 70 | 30 25 | | 2 50 |
| Locust Hill..... | York, C.R..... O | 184 58 | 47 50 | | 3 75 |
| Lodore..... | Lanark, N.R..... O | 6 00 | 18 75 | | |
| Logan..... | Strathcona..... Alta | 34 25 | 18 75 | 15 00 | |
| Loganton..... | Assa. West..... Sask | 99 67 | 25 50 | | 3 75 |
| Loganville..... | Pictou..... N.S. | 37 50 | 23 25 | | |
| Logberg..... | Assa. East..... Sask | 48 40 | 18 75 | | |
| Log Cabin..... | Comox-Atlin..... B.C | 58 00 | ** | | |
| Logierait..... | Lambton, W.R..... O | 29 00 | 18 75 | | |
| Logoch..... | Marquette..... M | 7 25 | 18 75 | | |
| Log Valley..... | Assa. West..... Sask | 52 45 | 18 75 | | |
| Lombardy..... | Leeds..... O | 167 42 | 75 00 | | 7 50 |
| Londonderry..... | King's & Albert..... N.B | 2 00 | 18 75 | | |
| Londonderry Station..... | Colchester..... N.S. | 98 67 | 48 00 | | 3 75 |
| Lone Tree..... | Marquette..... M | 29 59 | 18 75 | | |
| Long Bay..... | Algoma, E.R..... O | 38 00 | 18 75 | 2 25 | |
| Long Branch..... | York, C.R..... O | 59 00 | 40 00 | | |
| Longburn..... | Portage la Prairie..... M | 24 06 | 18 75 | | |
| Long Creek..... | Queen's..... P.-E.I | 20 44 | 18 75 | | |
| Long Creek..... | Sunbury & Queen's..... N.B | 21 00 | 18 75 | | |
| Long Island..... | King's..... N.S. | 14 30 | 18 75 | | |
| Long Island Main..... | North Cape Breton & Victoria..... N.S. | 7 25 | 18 75 | | |
| Long Lake..... | Frontenac..... O | 62 00 | 25 50 | | |
| Longlaketon..... | Assa. West..... Sask | 17 95 | 18 75 | | |
| Long Point..... | Inverness..... N.S. | 46 48 | 22 50 | 3 00 | |
| Long Point..... | King's & Albert..... N.B | 30 50 | 18 75 | | |
| Long Point..... | Leeds..... O | 33 96 | 18 75 | | |
| Long Point-of-Mingan..... | Chicoutimi & Saguenay..... Q | 30 50 | +32 00 | | |
| Long Reach..... | King's & Albert..... N.B | 50 08 | 21 00 | | |
| Long Ridge..... | Strathcona..... Alta | 30 44 | 18 75 | | |
| Long River..... | Queen's..... P.-E.I | 64 00 | 24 00 | | |

a Opened 1-9-06.

**Salary, &c., entered in Auditor General's Report.

* Summer Office.

+Including \$12.50 night allowance of which \$5 is arrears.

‡Including \$4.50 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------|--------------------------------|----------|------|---|----------------------------|-------------------------|
| | | § | cts. | § | | |
| Long's Cove | King & Albert. N.B | 17 | 93 | 18 75 | | |
| Long Settlement | Carleton N.B | 12 | 00 | 18 75 | | |
| Longwood | Middlesex, W.R. O | 43 | 00 | 27 00 | | |
| Lonsdale | Hastings, E.R. O | 175 | 00 | 61 50 | | 3 75 |
| Lonsdale | King's & Albert N.B | 8 | 50 | 18 75 | | |
| Loon Creek | Assa. West. Sask | 15 | 00 | 24 00 | 2 25 | |
| Loon Lake | Peterborough, E.R. O | 5 | 00 | 18 75 | | |
| Lord Mills | Grenville O | 6 | 00 | 18 75 | | |
| Loree | Grey, E.R. O | 22 | 00 | 18 75 | | |
| Lorenz | Peterborough, W.R. O | 25 | 00 | 18 75 | | |
| Loretto | Simcoe, S.R. O | 116 | 96 | 34 50 | 3 75 | 3 75 |
| Loretto | Provencher M | 124 | 12 | 43 50 | | 3 75 |
| Lorimer Lake | Parry Sound O | 18 | 00 | 18 75 | | |
| Lorlie | Qu'Appelle Sask | 19 | 53 | 30 00 | | |
| Lorne | Restigouche N.B | 6 | 00 | 18 75 | | |
| Lorne | Bruce, N.R. O | 20 | 75 | 18 75 | | |
| Lorne | Pictou N.S | 32 | 85 | 18 75 | | |
| Lorne House | Charlevoix Q | 130 | 00 | 74 00 | | 5 00 |
| Lorne Park | Peel O | 100 | 30 | 48 00 | | 3 75 |
| Lornevale | Colchester N.S | 22 | 79 | 18 75 | | |
| Lorne Valley | King's P.E.I | 10 | 50 | 18 75 | | |
| Lorneville | Cumberland N.S | 53 | 12 | 24 00 | | |
| Lorneville | St. John N.B | 61 | 68 | 28 50 | | |
| Lornhill | Humboldt Sask | 46 | 41 | 18 75 | | |
| Lorrainville | Pontiac Q | 99 | 36 | 33 00 | 2 25 | 3 75 |
| Lost River | Argenteuil Q | 83 | 75 | 33 00 | 3 00 | |
| Lost River | Humboldt Sask | 10 | 00 | | | |
| Lot 1 | Prince P.E.I | 2 | 00 | 18 75 | | |
| " 4 | Prince P.E.I | 98 | 28 | 48 00 | 9 00 | 3 75 |
| " 6 | Prince P.E.I | 26 | 25 | 18 75 | | |
| " 10 | Prince P.E.I | 9 | 97 | 18 75 | | |
| " 11 | Prince P.E.I | 20 | 75 | 18 75 | | |
| " 12 | Prince P.E.I | 161 | 30 | 82 50 | | 7 50 |
| " 14 | Prince P.E.I | 20 | 00 | 18 75 | | |
| " 16 | Prince P.E.I | 15 | 00 | 18 75 | | |
| " 30 | Queen's P.E.I | 9 | 25 | 18 75 | | |
| " 67 | Queen's P.E.I | 16 | 69 | 18 75 | | |
| Lothair | Brandon M | 27 | 73 | 18 75 | | |
| Lothian | Huron, W.R. O | 21 | 13 | 18 75 | | |
| Lotus | Durham O | 83 | 50 | 37 00 | | 2 50 |
| Louisa | Argenteuil Q | 6 | 00 | 18 75 | | |
| Louis Creek | Yale & Caribou B.C | 11 | 00 | 18 75 | | |
| Louisdale | Richmond N.S | 36 | 31 | 18 75 | | |
| Louise | Grey, S.R. O | 56 | 70 | 22 50 | | |
| Louisville | Kent, E.R. O | 68 | 80 | 31 50 | | |
| Louisville | Pictou N.S | 18 | 50 | 18 75 | | |
| Loulay | Labelle Q | 15 | 77 | 18 75 | | |
| Lourdes | Mégantic Q | 85 | 56 | 43 50 | | 3 75 |
| Lourdes | Pictou N.S | 72 | 90 | 33 00 | | 3 75 |
| Lourdes du Blanc Sablon | Chicoutimi & Saguenay Q | | | 18 75 | | |
| Lovat | Bruce, S.R. O | 28 | 50 | 18 75 | | |
| Lovat | Pictou N.S | 6 | 25 | 18 75 | | |
| Lowell | Sask Sask | 9 | 75 | | | |
| Loving | Simcoe, E.R. O | 66 | 90 | 31 50 | | |
| Lovett | Northumberland, E.R. O | 73 | 35 | 30 00 | | |
| Lowbanks | Haldimand O | 139 | 00 | 62 00 | | 3 75 |
| Lowland | Strathcona Alta | 38 | 67 | 16 66 | | |

a Opened 1-8-06. *c* Opened 25-3-07. *b* Closed 31-5-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------------|--|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | % cts. | % cts. | % cts. | \$ cts. |
| Lowell..... | King's & Albert..... N.B. | 6 00 | 18 75 | | |
| Lower Abouggoggin..... | Westmoreland..... N.B. | 16 25 | 18 75 | | |
| Lower Barney's River..... | Pictou..... N.S. | 26 40 | 21 25 | | |
| Lower Bed-que..... | Prince..... P.E.I. | 20 00 | 18 75 | | |
| Lower Blomidon..... | King's..... N.S. | 20 83 | 18 75 | | |
| Lower Branch..... | Lunenburg..... N.S. | 12 00 | 18 75 | | |
| Lower Brighton..... | Carleton..... N.B. | 44 20 | 18 75 | | |
| Lower Burlington..... | Hants..... N.S. | 48 00 | 21 25 | | |
| Lower Caledonia..... | GuySBorough..... N.S. | 34 25 | +27 75 | | |
| Lower Cambridge..... | Sunbury & Queen's..... N.B. | 29 61 | 18 75 | | |
| Lower Canard..... | King's..... N.S. | 77 25 | 36 00 | | 3 75 |
| Lower Cape..... | King's & Albert..... N.B. | 20 15 | 18 75 | | |
| Lower Caverhill..... | York..... N.B. | 33 75 | 18 75 | | |
| Lower Church Street..... | King's..... N.S. | 29 67 | 18 75 | | |
| Lower Cove..... | Cumberland..... N.S. | 61 50 | 28 75 | | |
| Lower Coverdale..... | King's & Albert..... N.B. | 10 00 | 18 75 | | |
| Lower Derby..... | Northumberland..... N.B. | 37 93 | 18 75 | | |
| Lower Dominion..... | Yukon..... | 41 50 | + | | |
| Lower Dumfries..... | York..... N.B. | 19 59 | 18 75 | | |
| Lower East Chezzetcook..... | Halifax..... N.S. | 18 75 | 18 75 | | |
| Lower Economy..... | Colchester..... N.S. | 71 71 | *45 00 | | 2 50 |
| Lower Eel Brook..... | Yarmouth..... N.S. | 12 10 | 18 75 | | |
| Lower Five Islands..... | Colchester..... N.S. | 53 00 | ++40 50 | 3 00 | |
| Lower Fort Garry..... | Selkirk..... M. | 85 71 | 46 50 | 3 75 | 3 75 |
| Lower Foster Settlement..... | Lunenburg..... N.S. | 35 01 | 18 75 | | |
| Lower Freetown..... | Prince..... P.E.I. | 36 25 | 25 50 | | |
| Lower French Village..... | York..... N.B. | 17 50 | 18 75 | | |
| Lower Gagstown..... | Sunbury & Queen's..... N.B. | 16 42 | 18 75 | | |
| Lower Granville..... | Annapolis..... N.S. | 112 68 | 66 00 | | 7 50 |
| Lower Greenfield..... | Carleton..... N.B. | 13 20 | 18 75 | | |
| Lower Hamilton..... | Prince..... P.E.I. | 27 00 | 18 75 | | |
| Lower Hayneville..... | York..... N.B. | 22 40 | 18 75 | | |
| Lower Hillsdale..... | Inverness..... N.S. | 6 25 | 18 75 | | |
| Lower Ireland..... | Mégantic..... Q. | 52 00 | 24 00 | | |
| Lower Jordan Bay..... | Shelburne & Queen's..... N.S. | 34 21 | 18 75 | | |
| Lower La Have..... | Lunenburg..... N.S. | 37 98 | 18 75 | | |
| Lower Line, Queensbury..... | York..... N.B. | 13 00 | 18 75 | | |
| Lower Maccan..... | Cumberland..... N.S. | 22 26 | 18 75 | | |
| Lower Meagher's Grant..... | Halifax..... N.S. | 42 34 | 18 75 | | |
| Lower Middle River..... | North Cape Breton and Victoria..... N.S. | 3 25 | 18 75 | | |
| Lower Millstream..... | King's & Albert..... N.B. | 96 00 | 39 00 | 3 75 | 3 75 |
| Lower Montague..... | King's..... P.E.I. | 26 45 | 18 75 | | |
| Lower Mount Thom..... | Pictou..... N.S. | 17 95 | 18 75 | | |
| Lower Nappan..... | Northumberland..... N.B. | 39 86 | **20 25 | | |
| Lower Neguac..... | Northumberland..... N.B. | 112 17 | 43 50 | | 3 75 |
| Lower Newcastle..... | Northumberland..... N.B. | 37 00 | 18 75 | | |
| Lower Northfield..... | Lunenburg..... N.S. | 10 28 | 18 75 | | |
| Lower Ohio..... | Shelburne & Queen's..... N.S. | 13 93 | 18 75 | | |
| Lower Onslow..... | Colchester..... N.S. | 66 78 | 31 50 | | |
| Lower Poquiock..... | York..... N.B. | 13 00 | 18 75 | | |
| Lower Prince William..... | York..... N.B. | 49 90 | 27 00 | | |
| Lower Prospect..... | Halifax..... N.S. | 3 75 | +23 25 | | |
| Lower Queensbury..... | York..... N.B. | 24 25 | 18 75 | | |
| Lower Ridge..... | King's & Albert..... N.B. | 19 00 | 18 75 | | |
| Lower River Hebert..... | Cumberland..... N.S. | 15 00 | 18 75 | | |
| Lower River Inhabitants..... | Richmond..... N.S. | 44 23 | 18 75 | 75 | |

++ Including \$9 night allowance. * Including \$7.50 night allowance.

‡ Including \$4.50

night allowance. ** Including \$2 special salary.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------|-----------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Lower Rose Bay | Lunenburg N.S. | 225 94 | 39 00 | | 3 75 |
| Lower Sackville | Halifax N.S. | 46 67 | 18 75 | | |
| Lower Salmon Creek | Sunbury & Queen's N.B. | 20 06 | 18 75 | | |
| Lower Sandy Point | Shelburne & Queen's N.S. | 21 50 | 18 75 | | |
| Lower Sapin | Kent N.B. | 7 00 | 18 75 | | |
| Lower Saulnierville | Digby N.S. | 41 28 | 24 00 | | |
| Lower Selmah | Hants N.S. | 64 00 | 27 00 | | |
| Lower Shag Harbour | Shelburne & Queen's N.S. | 12 28 | 18 75 | | |
| Lower Shimmeacas | Cumberland N.S. | 35 00 | 18 75 | | |
| Lower Ship Harbour | Halifax N.S. | 37 33 | 18 75 | | |
| Lower Ship Harbour, East | Halifax N.S. | 39 92 | 18 75 | | |
| Lower Southampton | York N.B. | 66 38 | 25 50 | 5 25 | |
| Lower South River | Antigonishe N.S. | 44 98 | 18 75 | 2 25 | |
| Lower St. Mary's | York N.B. | 11 00 | 18 75 | | |
| Lower Turtle Creek | King's & Albert N.B. | 7 21 | 18 75 | | |
| Lower Wakefield | Carlton N.B. | 13 00 | 18 75 | | |
| Lower Washabuck | North Cape Breton & Victoria N.S. | 10 00 | 18 75 | | |
| Lower Wedge | Yarmouth N.S. | 97 46 | 41 25 | | 3 75 |
| Lower Wentworth | Cumberland N.S. | 18 73 | 18 75 | | |
| Lower West Jeddore | Halifax N.S. | 32 35 | 18 75 | | |
| Lower West Pubnico | Yarmouth N.S. | 30 70 | 18 75 | | |
| Lower West River | Antigonishe N.S. | 4 00 | 18 75 | | |
| Lower Whitehaven | Guy'sborough N.S. | 69 60 | 28 50 | | |
| Lower Windsor | Carleton N.B. | 21 69 | 18 75 | | |
| Lower Woodstock | Carleton N.B. | 24 90 | 18 75 | | |
| Loweton | Qu'Appelle Sask. | 9 25 | 18 75 | | |
| Low Point | Inverness N.S. | 35 30 | 18 75 | | |
| Lowville | Halton O. | 119 25 | 58 50 | | 3 75 |
| Loyal | Huron, W.R. O. | 60 50 | 34 50 | | 3 75 |
| Lozier Settlement | Gloucester N.B. | 34 00 | 18 75 | | |
| Lucas | Marquette M. | 18 75 | 18 75 | | |
| Lucasville | Lambton, W.R. O. | 51 59 | 18 75 | | |
| Lucasville | Halifax N.S. | 32 24 | 18 75 | | |
| Lucerne | Wright Q. | 45 00 | 21 00 | | |
| Lucil | Dufferin O. | 25 30 | 18 75 | | |
| Ludlow | Northumberland N.B. | 65 62 | 28 50 | | |
| Lulu Island | New Westminster B.C. | 17 50 | 18 75 | | |
| Lumby | Yale & Cariboo B.C. | 171 50 | 55 50 | 7 50 | 3 75 |
| Lumley | Huron, S.R. O. | 23 82 | 18 75 | | |
| Lumsden's Mills | Pontiac Q. | 304 84 | 126 00 | | 11 25 |
| Lund | Comox-Athin B.C. | 127 48 | 42 00 | | 3 75 |
| Lundar | Dauphin M. | 67 50 | 36 00 | 1 25 | 3 75 |
| Lundy | Guy'sboro N.S. | 9 50 | 18 75 | | |
| Lurgan | Bruce, S.R. O. | 18 25 | 18 75 | | |
| Luskville | Wright Q. | 80 15 | 35 00 | | 2 50 |
| Lutes Mountain | Westmoreland N.B. | 80 00 | 30 00 | | |
| Luton | Elgin, E.R. O. | 79 92 | 19 50 | | |
| a Luxemburg | Sask. Sask. | 52 94 | 14 58 | | |
| Lynch | Victoria N.B. | 28 50 | 18 75 | | |
| Lynch's Corner | King's & Albert N.B. | 8 50 | 18 75 | | |
| Lyndale | King's P.E.I. | 5 00 | 18 75 | | |
| Lynon | Alta. Alta. | 65 24 | 49 00 | | 2 50 |
| Lynn | Colchester N.S. | 19 75 | 18 75 | | |
| Lynn Creek | Vancouver City B.C. | 38 85 | 18 75 | | |
| Lynnfield | Charlotte N.B. | 47 43 | 18 75 | | |
| Lynn Valley | Norfolk O. | 99 25 | 43 50 | | 3 75 |
| Lynnville | Norfolk O. | 53 34 | 24 75 | | |

a Late Redberry. Opened 1-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------------|---|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Lyons | Elgin, E.R. O | 101 50 | 45 00 | | |
| Lysander | Megantic | 57 70 | 26 25 | | |
| Lytleton | Northumberland.....N.B. | 5 00 | 18 75 | | |
| M CADAMS LAKE..... | North Cape Breton and Victoria.....N.S. | 5 00 | 18 75 | | |
| McAlpine..... | Prescott.....O | 81 72 | 27 00 | | |
| McArras Brook..... | Antigonish.....N.S. | 17 10 | 18 75 | | |
| McArthur's Mills..... | Hastings, E.R.....O | 59 56 | 31 50 | | |
| McAulay's..... | North Cape Breton and Victoria.....N.S. | 13 20 | 18 75 | 2 25 | |
| McBean..... | Wright.....Q | 17 00 | 18 75 | 2 25 | |
| McCallum's Settlement..... | Colchester.....N.S. | 10 50 | 18 75 | | |
| McClure..... | Colchester.....N.S. | 46 49 | 18 75 | 12 00 | |
| McCool..... | Nipissing.....O | 5 18 | 18 75 | | |
| McCormack..... | Inverness.....N.S. | 17 50 | 18 75 | | |
| McCormick..... | Glengarry.....O | 27 40 | 18 75 | | |
| McCreedy..... | Lambton, E.R.....O | 25 45 | 18 75 | | |
| McCreary..... | Lanark, N.R.....O | 46 00 | (c) 34 75 | | |
| McCreary..... | Dauphin.....M | 297 74 | 121 50 | | 11 25 |
| McCrimmon..... | Glengarry.....O | 97 64 | 49 00 | | 3 75 |
| McDonald's Corner..... | Sunbury & Queen's, N.B. | 38 95 | 18 75 | | |
| McDonald Hills..... | Qu'Appelle.....Sask. | 65 15 | 22 50 | | |
| McDonald's Point..... | Sunbury & Queen's, N.B. | 37 50 | 18 75 | | |
| McDougall..... | Renfrew, S.R.....O | 55 07 | 18 75 | | |
| McEachen Mills..... | Inverness.....N.S. | 3 00 | 18 75 | | |
| McElwain..... | York.....N.B. | 19 00 | 18 75 | | |
| McFarlane Lake..... | Nipissing.....O | 31 55 | 18 75 | | |
| McGarry..... | Lanark, S.R.....O | 28 00 | 18 75 | | |
| McGrath Cove..... | Halifax.....N.S. | 24 69 | 18 75 | | |
| McGrath Mountain..... | Pictou.....N.S. | 2 00 | 18 75 | | |
| McGuigan..... | Kootenay.....B.C. | 30 12 | 18 75 | | |
| McInnes..... | Middlesex, N.R.....O | 46 86 | 21 00 | | |
| McIntyre..... | Grey, E.R.....O | 167 25 | 48 00 | | 3 75 |
| McIntyre's Lake..... | Richmond.....N.S. | 21 25 | 18 75 | 2 25 | |
| McIntyre's Mountain..... | Inverness.....N.S. | 11 00 | 18 75 | | |
| McIver..... | Bruce, N.R.....O | 16 00 | 18 75 | | |
| McKee..... | Pontiac.....Q | 125 15 | 63 50 | 0 25 | 3 75 |
| McKee's Mills..... | Kent.....N.B. | 37 00 | 18 75 | 2 25 | |
| McKendrick..... | Restigouche.....N.B. | 10 98 | 18 75 | | |
| McKenzie..... | Lisgar.....M | 10 00 | 18 75 | | |
| McKenzie Lake..... | Nipissing.....O | 11 64 | 18 75 | | |
| McKenzie's Corner..... | Carleton.....N.B. | 25 39 | 18 75 | | |
| McKimlay..... | Carleton.....O | 7 50 | 18 75 | | |
| McKinnon's Brook..... | Inverness.....N.S. | 4 00 | 18 75 | | |
| McKinnon's Harbour..... | North Cape Breton and Victoria.....N.S. | 52 26 | 25 50 | 6 75 | |
| McLarty..... | Algoma, W.R.....O | 28 95 | 18 75 | | |
| McLaughlin Road..... | Kent.....N.B. | 15 50 | 18 75 | | |
| McLean..... | Frontenac.....O | 28 46 | 18 75 | | |
| McLean..... | Kent.....N.B. | 15 26 | 18 75 | | |
| McLeanville..... | North Cape Breton and Victoria.....N.S. | 18 48 | 18 75 | | |
| McLellan's Brook..... | Pictou.....N.S. | 40 00 | 18 75 | | |
| McLellan's Mountain..... | Pictou.....N.S. | 8 00 | 18 75 | | |
| McLeod..... | Richmond.....N.S. | 11 50 | 18 75 | | |

(c) Including \$16 night allowance 84 of which is arrears.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------------|-------------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | 8 cts. | 8 cts. | 8 cts. | 8 cts. |
| McLeod Mills | Kent. N.B. | 56 90 | 33 00 | | |
| McLeod's Crossing | Compton Q. | 35 40 | 24 25 | | |
| McMillan | Restigouche N.B. | 6 50 | 18 75 | | |
| McMillan's Corners | Stormont O. | 23 25 | 18 75 | 3 00 | |
| McMurdo | Kootenay B.C. | 7 00 | 18 75 | | |
| McMurrich | Parry Sound O. | 34 05 | 18 75 | | |
| McNab | Lincoln O. | 118 00 | 39 00 | | 3 75 |
| McNab's Cove | Richmond N.S. | 23 23 | 18 75 | | |
| McNairn | Kent N.B. | 15 08 | 18 75 | | |
| McNamee | Northumberland N.B. | 32 75 | 18 75 | | |
| McNeill's Mills | Prince P.E.I. | 14 73 | 18 75 | | |
| McNeill's Vale | North Cape Breton and Victoria N.S. | 9 25 | 18 75 | | |
| McNeily's | Annapolis N.S. | 11 25 | 18 75 | | |
| McNutt's Island | Shelburne & Queen's N.S. | 19 50 | 18 75 | | |
| McTaggart | Qui Appelle Sask. | 483 95 | 157 50 | 2 25 | 15 00 |
| <i>b</i> McTavish | Provencher M. | 8 00 | | | |
| McPhail | Lanark S.R. | 12 44 | 18 75 | | |
| McPhee Corner | Hants N.S. | 14 00 | 18 75 | | |
| McPherson | Antigonish N.S. | 29 00 | 18 75 | | |
| McPherson's Ferry | Richmond N.S. | 42 50 | 18 75 | | |
| McPherson's Mills | Pictou N.S. | 33 50 | 18 75 | | |
| McQuade | Westmoreland N.B. | 6 10 | 18 75 | | |
| <i>a</i> McReynold's Corners | Grenville O. | 29 21 | 17 81 | | |
| McVicar | Bruce, N.R. | 28 30 | 21 25 | | |
| McWilliams | Middlesex, E.R. | 15 30 | 18 75 | | |
| Mabee | Norfolk O. | 53 50 | 27 50 | | |
| Mabel | Argenteuil Q. | 18 73 | 18 75 | | |
| Mabel Lake | Yale & Cariboo B.C. | 23 39 | 18 75 | | |
| Mabou Coal Mines | Inverness N.S. | 37 44 | 21 25 | | |
| Mabou Harbour | Inverness N.S. | 20 00 | 18 75 | | |
| Mabou Harbour Mouth | Inverness N.S. | 13 25 | 18 75 | | |
| MacCue | Lanark, S.R. | 43 90 | 21 00 | | |
| Macdonald | Lennox & Addington O. | 15 90 | 18 75 | | |
| MacDougall's | Westmoreland N.B. | 86 71 | 45 00 | | 3 75 |
| MacDougall | Prince P.E.I. | 31 25 | 18 75 | | |
| Mace's Bay | Charlotte N.B. | 78 58 | 33 75 | | 3 75 |
| Macewan | Alta. | 43 61 | 18 75 | | |
| Macfarlane | Humboldt Sask. | 65 33 | 18 75 | | |
| Macinac | York N.B. | 20 00 | 18 75 | | |
| MacIntosh Mills | Brockville O. | 22 64 | 18 75 | | |
| Mackey's Station | Nipissing O. | 72 62 | 48 00 | | 3 75 |
| Mackville | King's & Albert N.B. | 5 20 | 18 75 | | |
| MacMillan | Oxford, N.R. | 38 60 | 18 75 | | |
| Macton | Wellington, N.R. | 6 55 | 18 75 | | |
| Macville | Peel O. | 48 61 | 25 50 | | |
| Maddington Falls | Drum'nd & Arthabaska Q. | 1 7 50 | 73 50 | | 7 50 |
| Maddock | Prince P.E.I. | 71 00 | 30 00 | 2 25 | |
| Mader's Cove | Lunenburg N.S. | 45 65 | 21 00 | | |
| Madford | Brandon M. | 47 92 | 24 00 | | |
| Mafeking | Huron, W.R. | 14 50 | 18 75 | | |
| Mafeking | Dauphin M. | 147 25 | ††78 60 | | 3 75 |
| Magenta | Rouville Q. | 8 00 | 18 75 | | |
| Maguire | Middlesex, N.R. | 95 14 | 61 50 | | 3 75 |
| Maguire's Point | Stanstead Q. | 15 95 | 18 75 | | |
| Magpie | Chicoutimi & Sagueny, Q. | 31 20 | 631 25 | | |

† Including \$12.50 night allowance of which \$5 is arrears.

†† Including \$21.60 night allowance, \$5 of which is arrears.

(a) Opened 15-7-06. (b) Opened 11-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent |
|-------------------------|----------------------------|-------------|--------------------------------------|---------|---------|
| | | | (based on revenue of previous year.) |  |  | Allowance. | Allowance. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Magundy..... | York..... | N.B. 20 69 | 18 75 | | |
| Mahaffy..... | Perth, S.R..... | O 27 26 | 18 75 | | |
| Maidstone..... | Essex, N.R..... | O 147 10 | 67 50 | | 3 75 |
| a Maidstone..... | Sask..... | Sask 370 01 | 71 25 | | 7 50 |
| Mailhot..... | Megantic..... | Q 18 30 | 18 75 | | |
| Main River..... | Kent..... | N.B. 48 00 | 24 00 | | |
| Main Stream..... | Carleton..... | N.B. 19 21 | 18 75 | | |
| Mair's Mills..... | Simcoe, N.R..... | O 7 25 | 18 75 | | |
| Mairland..... | Annapolis..... | N.S. 79 90 | 31 50 | | |
| Maitland Forks..... | Lunenburg..... | N.S. 8 00 | 18 75 | | |
| Majuba Hill..... | New Westminster..... | B.C. 8 25 | 18 75 | | |
| Makaroff..... | Marquette..... | M 82 55 | 48 00 | 4 00 | 3 75 |
| Malaga Gold Mines..... | Shelburne & Queens..... | N.S. 45 13 | 30 00 | | |
| Malagash Centre..... | Cumberland..... | N.S. 20 75 | 18 75 | | |
| Malagash..... | Cumberland..... | N.S. 13 00 | 18 75 | | |
| Malagash Point..... | Cumberland..... | N.S. 46 76 | 23 25 | | |
| Malagawatch..... | Inverness..... | N.S. 16 00 | 427 75 | 3 75 | |
| Malakoff..... | Carleton..... | O 97 40 | 45 00 | | 3 75 |
| Malakoff..... | Westmoreland..... | N.B. 9 00 | 18 75 | | |
| Malby..... | Mackenzie..... | Sask 11 95 | 18 75 | | |
| Mal Bay..... | Gaspé..... | Q 101 55 | 66 50 | | 3 75 |
| Malcolm..... | Bruce, S.R..... | O 37 50 | 25 50 | | |
| Malignant Cove..... | Antigonish..... | N.S. 17 75 | 18 75 | 7 50 | |
| Malden..... | Westmoreland..... | N.B. 12 50 | 18 75 | | |
| Malmaison..... | Missisquoi..... | Q 42 00 | 130 25 | 22 50 | |
| Malone..... | Hastings, W.R..... | O 85 16 | 36 00 | | 2 50 |
| Malta..... | Muskoka..... | O 10 45 | 18 75 | | |
| Malton..... | Peel..... | O 174 26 | 66 00 | | 3 75 |
| Malvern..... | York, C.R..... | O 109 10 | 36 00 | | 3 75 |
| Malvina..... | Compton..... | Q 64 10 | 30 00 | | |
| Malwood..... | Carleton..... | O 42 85 | 19 50 | | |
| Manette Lake..... | Yale & Cariboo..... | B.C. 16 55 | 18 75 | | |
| Manche d'Épée..... | Gaspé..... | Q 18 90 | 18 75 | | |
| Manchester..... | Ontario, S.R..... | O 124 92 | 60 00 | | 3 75 |
| Manda..... | Brandon..... | M 12 25 | 18 75 | | |
| Mandal..... | Humboldt..... | Sask 122 63 | 18 75 | | |
| Mandeville..... | Maskinongé..... | Q 60 00 | 27 00 | | |
| Mandeville..... | Parry Sound..... | O 17 99 | 18 75 | | |
| Manfred..... | Strathcona..... | Alta 32 04 | 18 75 | | |
| Manganese Mines..... | Colchester..... | N.S. 15 25 | 18 75 | | |
| Manhard..... | Brockville..... | Q 40 70 | 18 75 | | |
| Manicouagan..... | Chicoutimi & Saguenay..... | Q 36 00 | 435 00 | | |
| Manion..... | Lanark, S.R..... | O 77 89 | 31 50 | 6 75 | |
| § Manoir Richelieu..... | Charlevoix..... | Q 0 00 | 0 80 | | |
| Manners Sutton..... | York..... | N.B. 70 90 | 33 00 | | 2 50 |
| Mannheim..... | Waterloo, S.R..... | O 50 50 | 24 00 | | |
| Mannhurst..... | King's & Albert..... | N.B. 12 50 | 18 75 | | |
| Manotick Station..... | Russell..... | O 39 00 | 18 75 | 2 25 | |
| Mansewood..... | Halton..... | O 51 36 | 23 25 | | |
| Mansfield..... | Cumberland..... | N.S. 10 27 | 18 75 | | |
| m Manson..... | Marquette..... | M 16 00 | 4 16 | | |
| § Manson Creek..... | Comox-Atlin..... | BC 25 00 | | | |
| Manuels..... | Northumberland..... | N.B. 17 46 | 18 75 | | |
| Manvers Station..... | Durham..... | O 92 89 | 37 50 | | 3 75 |
| Maple Bay..... | Nanaimo..... | B.C. 45 25 | 18 75 | | |
| Maple Green..... | Restigouche..... | N.B. 17 00 | 18 75 | | |
| Maple Grove..... | Middlesex, E.R..... | O 36 25 | 28 00 | | |

* Including \$15 night allowance, of which \$5 is arrears.

† Including \$9 night allowance. (a) Late Sayers.

‡ Including \$12.50 night § Summer Office.

(b) Opened 1-2-07.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (Based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|--------------------------|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Maple Grove | Hants. N.S. | 32 25 | 18 75 | | | |
| Maple Hill | Bruce, S.R. | 24 00 | 18 75 | | | |
| Maple Hill | Megantic. Q | 40 26 | 21 00 | | | |
| Maplehurst | Carleton N.B. | 19 71 | 18 75 | | | |
| Maple Island | Parry Sound. O | 83 95 | 34 00 | 2 25 | | |
| Maple Lake | Victoria & Haliburton. O | 36 82 | 18 75 | 2 25 | | |
| Maple Lake Station | Parry Sound. O | 157 91 | 83 00 | | | 7 50 |
| Maple Lane | Grey, S.R. | 17 00 | 2 08 | | | |
| Maple Leaf | Compton. Q | 16 20 | 18 75 | | | |
| Maple Leaf | King's P.E.I. | 11 75 | 18 75 | | | |
| Maple Lodge | Middlesex, N.R. | 72 00 | 21 00 | | | |
| Maplenore | Huntingdon. O | 13 50 | 18 75 | | | |
| Maple Plains | Prince, P.E.I. | 4 50 | 18 75 | | | |
| Maple Ridge | Muskoka. O | 10 50 | 18 75 | | | |
| Maple Ridge | Pontiac. Q | 29 93 | 18 75 | | | |
| Maple-Ridge | York N.B. | 23 88 | 18 75 | | | |
| Maple Ridge | Antigonish N.S. | 6 00 | 18 75 | | | |
| Mapleton | Elgin, E.R. | 87 22 | 33 00 | | | |
| Mapleton | King's & Albert N.B. | 14 25 | 18 75 | | | |
| Mapleton | Cumberland N.S. | 18 75 | 18 75 | | | |
| Maple Valley | Simcoe, N.R. | 75 00 | 43 50 | | | 3 75 |
| Maple View | Northumberland, E.R. | 43 71 | 18 75 | | | |
| Maple View | Victoria N.B. | 20 41 | 18 75 | | | |
| Maplewood | Oxford, N.R. | 49 14 | 33 00 | | | |
| Maplewood | York N.P. | 16 40 | 18 75 | | | |
| Maquapit Lake | Sunbury & Queen's N.B. | 17 15 | 18 75 | | | |
| Mar. | Bruce, N.R. | 62 20 | 28 50 | 3 75 | | |
| Mara | Yale & Cariboo B.C. | 146 70 | 54 00 | | | 3 75 |
| Marathon | Carleton. O | 42 50 | 21 00 | | | |
| Maravilla | Souris. M | 12 31 | 18 75 | | | |
| Marbleton Station | Richmond & Wolfe. Q | 21 75 | 18 75 | | | |
| Marburg | Norfolk. O | 33 00 | 18 75 | | | |
| Marc-auvillie | Bellechasse. Q | 26 50 | 18 75 | | | |
| Marc-hin | Sask. Sask | 96 66 | 48 00 | 3 75 | | 3 75 |
| March | Carleton. O | 39 48 | 18 75 | | | |
| Marchand | Provencher. Man | 17 98 | 8 33 | | | |
| Marchil | Bonaventure. Q | 36 70 | 18 75 | | | |
| Marchbank | King's & Albert N.B. | 13 00 | 18 75 | | | |
| Marchhurst | Carleton. O | 18 01 | 18 75 | | | |
| Marchmont | Simcoe, E.R. | 47 35 | 22 50 | | | |
| Marconi | Assa, East. Sask | 6 25 | 18 75 | | | |
| Marden | Wellington, S.R. | 74 01 | 31 00 | | | |
| Margaree Forks | Inverness N.S. | 120 65 | +61 50 | 10 50 | | 3 75 |
| Margaree Island | Inverness N.S. | 2 00 | 18 75 | | | |
| Margaret | Souris. M | 255 15 | 123 75 | | | 11 25 |
| Margate | Prince P.E.I. | 70 00 | 39 50 | | | 3 75 |
| Margo | Mackenzie. Sask | 97 04 | +32 35 | | | |
| Maria Cape | Bonaventure. Q | 101 73 | 33 00 | | | |
| Maria de Kent | Kent N.B. | 12 25 | 18 75 | | | |
| Maria East | Bonaventure. Q | 71 61 | 22 50 | | | |
| Mariahill | Assa, East. Sask | 8 00 | 18 75 | | | |
| Marie Bridge | King's P.E.I. | 12 80 | 18 75 | 2 25 | | |
| Marie Joseph | Guysborough. N.S. | 153 40 | 63 00 | | | 3 75 |
| Maripaton | Assa, West. Sask | 34 20 | 24 00 | | | |
| Marigot | Lotbiniere. Q | 18 95 | 18 75 | | | |
| Marion Bridge | South Cape Breton N.S. | 81 60 | 24 00 | 18 75 | | |
| Marion Bridge Road | South Cape Breton N.S. | 5 00 | 18 75 | | | |

+ Including \$15.00 night allowance. ++ Including \$13.60 night allowance. a Opened 1-12-06. b Opened 1-3-07.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-------------------------------|--------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Maritana..... | Huntingdon..... Q | 42 56 | 18 75 | | |
| Markerville..... | Strathcona..... Alta | 209 91 | 82 50 | 6 00 | 7 50 |
| Markhamville..... | King's..... N.B | 21 80 | 18 75 | 2 25 | |
| Markland..... | Dauphin..... M | 30 95 | 18 75 | | |
| ^b Markineh..... | Assa. West..... Sask | 92 00 | 12 50 | | |
| ^d Marlborough..... | Assa. West..... Sask | 20 54 | 15 47 | | |
| Marlington..... | Stanstead..... Q | 24 05 | 18 75 | | |
| Marlow..... | Beauce..... Q | 35 64 | 21 25 | | |
| Marmion..... | Grey, S.R..... O | 66 78 | 27 00 | | |
| Marney..... | Marquette..... M | 17 75 | 18 75 | | |
| ^c Marnoch..... | Huron, E.R..... O | 30 94 | 12 50 | | |
| Marquette..... | Macdonald..... M | 205 92 | 94 50 | | 7 50 |
| Marringhurst..... | Souris..... M | 20 25 | 18 75 | | |
| Marrriott's Cove..... | Lunenburg..... N.S | 58 82 | 30 00 | | |
| Marttown..... | King's..... N.B | 9 23 | 18 75 | | |
| Marsboro'..... | Compton..... Q | 51 20 | †37 50 | | |
| Marsh..... | Pictou..... N.S | 19 05 | 18 75 | | |
| Marsh Bridge..... | St. John..... N.B | † | † | | |
| Marsh Brook..... | Inverness..... N.S | 9 95 | 18 75 | | |
| Marshall's Town..... | Digby..... N.S | 54 85 | 24 00 | | |
| Marshdale..... | Pictou..... N.S | 15 10 | 18 75 | | |
| Marshes (West Bay)..... | Inverness..... N.S | 25 00 | *25 50 | | |
| Marshfield..... | Queen's..... P.E.I | 44 19 | 18 75 | | |
| Marshfield..... | Essex, S.R..... O | 20 00 | 18 75 | | |
| Marshland..... | Dauphin..... M | 16 00 | 18 75 | | |
| Marshville..... | Pictou..... N.S | 21 54 | 18 75 | | |
| Marshy Hope..... | Pictou..... N.S | 51 00 | 25 50 | 2 25 | |
| Marsouins..... | Gaspé..... Q | 38 38 | 18 75 | | |
| Martson..... | Norfolk..... O | 12 00 | 18 75 | | |
| Martel Corners..... | Russell..... O | 20 20 | 18 75 | | |
| Martin..... | Queen's..... P.E.I | 17 55 | 18 75 | | |
| Martin's..... | Victoria..... N.B | 33 00 | 18 75 | | |
| Martins..... | Strathcona..... Alta | 30 02 | 18 75 | | |
| Martindale..... | Wright..... Q | 61 63 | 25 50 | | |
| Martin's Lake..... | Pontiac..... Q | 18 95 | 18 75 | | |
| Martin's Point..... | Lunenburg..... N.S | 39 35 | 24 00 | | |
| Martin's River..... | Lunenburg..... N.S | 79 28 | 28 50 | | |
| Martinvale..... | King's..... P.E.I | 15 00 | 18 75 | | |
| Martock..... | Hauts..... N.S | 27 00 | 18 75 | | |
| Marvelville..... | Russell..... O | 53 22 | 18 75 | | |
| Marvin..... | King's & Albert..... N.B | 12 50 | 18 75 | | |
| Marwayne..... | Strathcona..... Alta | 48 30 | 18 75 | | |
| Maryfield..... | Assa. East..... Sask | 41 49 | 18 75 | | |
| Mary Hill..... | Dauphin..... M | 24 07 | 18 75 | 12 00 | |
| Maryland..... | Pontiac..... Q | 77 90 | 52 50 | 18 00 | 3 75 |
| Maryvale..... | Antigonishe..... N.S | 11 90 | 18 75 | 2 25 | |
| Mascarene..... | Charlotte..... N.B | 25 45 | 18 75 | | |
| Masouche Rapids..... | L'Assomption..... Q | 32 25 | 18 75 | | |
| Masham Mills..... | Wright..... Q | 182 75 | 66 00 | 6 00 | 3 75 |
| Maskawata..... | Brandon..... M | 6 20 | 18 75 | | |
| Maskinongé..... | Maskinongé..... Q | 26 00 | 18 75 | | |
| Masonville..... | Middlesex, E.R..... O | 60 70 | 18 75 | | |
| Massie..... | Grey, E.R..... O | 81 50 | 45 00 | | 3 75 |
| Mass Town..... | Colchester..... N.S | 57 20 | 26 25 | | |
| Mastai..... | Québec..... Q | 113 85 | 64 00 | | 6 25 |

†† Including \$12 night allowance. * Including \$6.75 night allowance. ^b Opened 1-10-06¹
^c Closed 1-1-07. ^d Closed 19-1-07. † For Revenue, etc. see Appendix C under St. John, N.B. sub-offices, etc.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | | |
|----------------------------|---------------------------------------|----------|------|---|------|----------------------------|------|-------------------------|------|----|
| | | § | cts. | § | cts. | § | cts. | § | cts. | |
| Matawatchan..... | Renfrew, S.R..... | O | 70 | 66 | 28 | 50 | | | | |
| Matheson..... | North Cape Breton & Victoria..... | N.S | | | | | | | | |
| Mathieu..... | Beauce..... | Q | 11 | 00 | 18 | 75 | | | | |
| Mattatall Lake..... | Colchester..... | N.S | 14 | 00 | 18 | 75 | | | | |
| Mattie..... | Guysborough..... | N.S | 24 | 90 | 18 | 75 | | | | |
| Maud..... | Yale & Cariboo..... | B.C | 19 | 37 | 41 | 50 | | 3 | 75 | |
| Maugerville..... | Sunbury & Queen's..... | N.B | 94 | 65 | 41 | 50 | 7 | 50 | 3 | 75 |
| Mavillette..... | Digby..... | N.S | 74 | 97 | 36 | 00 | | | 3 | 75 |
| Mawcook..... | Sheffield..... | Q | 45 | 50 | 22 | 50 | | | | |
| Maxiamville..... | Prince..... | P.E.I | 12 | 15 | 18 | 75 | | | | |
| Maxwell..... | Carleton..... | N.B | 40 | 38 | 18 | 75 | | | | |
| Maxwellton Station..... | Digby..... | N.S | 16 | 30 | 18 | 75 | | | | |
| May Bank..... | Huntingdon..... | Q | 28 | 75 | 18 | 75 | | | | |
| Mayerville..... | Russell..... | O | 18 | 45 | 18 | 75 | | | | |
| Mayfair..... | Middlesex, W.R..... | O | 67 | 00 | 39 | 00 | | | 3 | 75 |
| Mayfield..... | Antigonish..... | N.S | 21 | 00 | 18 | 75 | | | | |
| Mayfield..... | Peel..... | O | 59 | 25 | 22 | 25 | | | | |
| Mayfield..... | Queen's..... | P.E.I | 62 | 12 | 33 | 00 | | | | |
| Maymont..... | Sask..... | Sask | 278 | 25 | 63 | 00 | 7 | 50 | 3 | 75 |
| Maynard..... | Grenville..... | O | 25 | 65 | 18 | 75 | | | | |
| Mayville..... | Strathcona..... | Alta | 87 | 45 | 24 | 00 | | | | |
| Mayton..... | Calgary..... | Alta | 113 | 75 | 41 | 25 | 2 | 00 | 3 | 75 |
| Mayne..... | Brandon..... | M | 10 | 00 | 18 | 75 | | | | |
| Mayo..... | Labelle..... | Q | 49 | 00 | 22 | 25 | | | | |
| Mayook..... | Kootenay..... | B.C | 115 | 00 | 25 | 50 | | | | |
| Maywood..... | Victoria, City..... | B.C | + | | + | | | | | |
| *Meach Lake..... | Wright..... | Q | 15 | 00 | 25 | 00 | | | | |
| Meadow..... | King's & Albert..... | N.B | 13 | 00 | 18 | 75 | | | | |
| Meadow Creek..... | Alta..... | Alta | 57 | 62 | 30 | 00 | | | | |
| Meadow Lea..... | Macdonald..... | M | 19 | 25 | 18 | 75 | | | | |
| Meadows..... | Charlotte..... | N.B | 67 | 07 | 32 | 00 | 3 | 00 | | |
| Meadows..... | Macdonald..... | M | 42 | 61 | 18 | 75 | | | | |
| Meadows Road..... | Cape Breton south..... | N.S | 5 | 50 | 18 | 75 | | | | |
| Meadowvale..... | Selkirk..... | M | 8 | 75 | 18 | 75 | | | | |
| Meadowvale..... | Annapolis..... | N.S | 5 | 00 | 18 | 75 | | | | |
| Meadowville Station..... | Pictou..... | N.S | 114 | 70 | 66 | 00 | 9 | 00 | 7 | 50 |
| Meagher's Grant..... | Halifax..... | N.S | 98 | 88 | 40 | 50 | | | 3 | 75 |
| Meat Cove..... | NorthCape Breton & Vic- toria..... | N.S | 9 | 25 | 18 | 75 | | | | |
| Mechanic's Settlement..... | King's & Albert..... | N.B | 41 | 16 | 18 | 75 | | | | |
| Mecumona..... | Parry Sound..... | O | 80 | 80 | 19 | 50 | 3 | 75 | | |
| Medford..... | King's..... | N.S | 30 | 82 | 18 | 75 | | | | |
| Medford..... | Victoria..... | N.B | 29 | 89 | 18 | 75 | | | | |
| Medina..... | Oxford, N.R..... | O | 71 | 57 | 28 | 50 | | | | |
| Meedsville..... | Assa, West..... | Sask | 42 | 64 | 18 | 75 | | | | |
| Meeting Creek..... | Strathcona..... | Alta | 44 | 65 | 18 | 75 | | | | |
| Meig's Corners..... | Missisquoi..... | Q | 39 | 69 | 18 | 75 | | | | |
| Meiklefield..... | Pictou..... | N.S | 12 | 80 | 18 | 75 | | | | |
| Meiseners..... | Lunenburg..... | N.S | 11 | 00 | 18 | 75 | | | | |
| Mekiwin..... | Portage la Prairie..... | M | 17 | 42 | 18 | 75 | | | | |
| Melanethon..... | Dufferin..... | O | 117 | 35 | 76 | 50 | | | 7 | 50 |
| Melanson..... | King's..... | N.S | 27 | 00 | 18 | 75 | | | | |
| Melboro..... | Richmond & Wolfe..... | Q | 34 | 25 | 18 | 75 | | | | |
| Melbourne..... | Portage la Prairie..... | M | 23 | 70 | 18 | 75 | | | | |
| Melbourne Ridge..... | Richmond & Wolfe..... | Q | 31 | 80 | 21 | 25 | | | | |
| Melcombe..... | Leeds..... | O | 52 | 70 | 18 | 75 | | | | |
| Meldrum Bay..... | Algoma, E.R..... | O | 171 | 35 | 72 | 50 | | | 6 | 25 |

* Summer office. † For revenue, &c., see Appendix C, under Victoria, B.C., sub-offices, &c.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent | |
|------------------------|------------------------|----------|---|---------|--------|-----------------|
| | | | (based on revenue of previous year). | | | Allow- ance. |
| | | § cts. | § cts. | § cts. | § cts. | |
| Melford | Inverness | N.S. | 42 30 | 18 75 | 8 25 | |
| Melgrund | Wellington | N.R. | 16 00 | 21 00 | | |
| Melocheville | Beauharnois | Q | 55 41 | 18 75 | | |
| Melrose | Hastings | E.R. | 91 41 | 49 50 | | 3 75 |
| Melrose | Guy'sborough | N.S. | 60 00 | +39 00 | 10 50 | |
| Melrose | Westmoreland | N.B. | 101 68 | 34 50 | | 3 75 |
| Melrose | Selkirk | M | 4 00 | 18 75 | | |
| Melton | Dauphin | M | 20 28 | 18 75 | | |
| Melville | Inverness | N.S. | 13 00 | 18 75 | | |
| Melville | Prince Edward | O | 52 55 | 26 00 | | |
| Melville Cross | Peel | O | 81 25 | 33 00 | | |
| a Melvin | Dundas | O | 6 00 | 2 08 | | |
| Memel | King's & Albert | N.B. | 13 23 | 18 75 | | |
| Memramcook East | Westmoreland | N.B. | 20 00 | 18 75 | | |
| Memramcook West | Westmoreland | N.B. | 153 50 | 60 00 | | 3 75 |
| Menard Corner | St. John's & Iberville | Q | 13 75 | 18 75 | | |
| Menardville | St. John's & Iberville | Q | 16 48 | 18 75 | | |
| Menie | Northumberland | E. R. O | 117 70 | 57 00 | | 3 75 |
| Menofield | Mackenzie | Sask. | | 18 75 | | |
| Mentith | Brandon | M | 27 70 | 18 75 | | |
| Meota | Sask. | Sask. | 124 97 | 48 00 | | 3 75 |
| Mercer | King's & Albert | N.B. | 1 20 | 18 75 | | |
| Mercier | Montmagny | Q | 46 48 | 18 75 | 7 50 | |
| Meredith | Charlotte | N.B. | 6 25 | 18 75 | | |
| Meridian | Assa | East | 31 96 | 18 75 | | |
| Merivale | Carlton | O | 47 09 | 22 50 | | |
| Mernaid Farm | Queen's | P. E. I | 8 26 | 18 75 | | |
| Merton | Halton | O | 56 80 | 42 00 | | 3 75 |
| Methven | Brandon | M | 171 35 | 82 50 | | 12 50 |
| Meteghan Station | Digby | N.S. | 108 97 | 54 00 | | 3 75 |
| Metzgermette | Dorchester | Q | 38 00 | 18 75 | | |
| Metlakatla | Comox Atlin | B.C. | 298 10 | 123 75 | | 11 25 |
| Metropolitan | Perth | S. R. | 87 75 | 18 75 | | |
| Metz | Wellington | N.R. | 31 15 | 18 75 | | |
| Mewasin | Edmonton | Alta | 116 70 | 28 50 | | |
| Mieyersburg | Northumberland | E. R. O | 70 16 | 26 25 | | |
| Micaville | Lanark | S. R. | 52 20 | 25 50 | 2 25 | |
| Michael's Bay | Algoma | E.R. | 27 00 | 18 75 | | |
| Michaud | Victoria | N. B. | 37 98 | 21 00 | | |
| Michipicoten Harbour | Algoma | W. R. | 31 00 | 29 00 | | |
| Michipicoten River | Algoma | W. R. | 122 50 | 47 50 | | 3 75 |
| Mickburg | Renfrew | N. R. | 112 00 | 46 50 | | 3 75 |
| Micmac Gold Mines | Lunenburg | N.S. | 35 00 | 18 75 | | |
| Middle Barney's River | Pictou | N.S. | 17 23 | 18 75 | | |
| Middleboro' | Cumberland | N.S. | 53 92 | 19 50 | | |
| Middle Beaver Bank | Halifax | N.S. | 18 75 | 18 75 | | |
| Middle Cape | South Cape Breton | N.S. | 16 50 | 18 75 | | |
| Middle Caraquet | Gloucester | N.B. | 43 00 | 22 50 | | |
| Middle Church | Selkirk | M | 67 35 | 50 50 | | 3 75 |
| Middle Country Harbour | Guy'sborough | N.S. | 16 50 | +28 75 | | |
| Middle Coverdale | King's & Albert | N. B. | 21 00 | 18 75 | | |
| Middle East Pubnico | Yarmouth | N.S. | 81 00 | 30 00 | | |
| Middlefield | Shelburne & Queen's | N.S. | 28 95 | 18 75 | 10 50 | |
| Middle Hainesville | York | N.B. | 19 25 | 18 75 | | |
| Middle La Have Ferry | Lunenburg | N.S. | 24 69 | 18 75 | | |
| Middle Manchester | Guy'sborough | N.S. | 18 00 | 18 75 | | |
| Middlemarch | Elgin | W. R. | 84 08 | 30 00 | | |

+ Including \$15 night allowance. ++ Including \$10 night allowance, summer, 1906.

a Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|---------------------------|--|----------|--------|---|------|----------------------------|------|-------------------------|------|
| | | § | cts. | § | cts. | § | cts. | § | cts. |
| Middlemiss..... | Middlesex, W.R..... | O | 172 96 | 75 50 | | | | 6 25 | |
| Middle Ohio..... | Shelburne & Queen's, N.S. | | 21 00 | 18 75 | | | | | |
| Middle River..... | North Cape Breton and Victoria..... | N.S. | 46 73 | 18 75 | | | | | |
| Middle Sackville..... | Halifax..... | N.S. | 7 30 | 18 75 | 2 25 | | | | |
| Middlesex..... | King's & Albert..... | N.B. | 16 40 | 18 75 | | | | | |
| Middle Simonds..... | Carleton..... | N.B. | 70 00 | 30 00 | | | | | |
| Middle Southampton..... | York..... | N.B. | 53 20 | 27 00 | | | | | |
| Middleton..... | Prince..... | P.E.I. | 22 48 | 18 75 | | | | | |
| Middleton..... | Westmoreland..... | N.B. | 17 00 | 18 75 | | | | | |
| Middleton..... | Antigonish..... | N.S. | 14 00 | 18 75 | | | | | |
| Midford..... | Parry Sound..... | O | 24 00 | 18 75 | | | | | |
| Midgell..... | King's..... | P.E.I. | 19 75 | 18 75 | | | | | |
| Midgie Station..... | Westmoreland..... | N.B. | 51 50 | 27 00 | 8 25 | | | | |
| Midhurst..... | Simcoe, N.R..... | O | 116 00 | 37 50 | | | | 3 75 | |
| Midland..... | King's & Albert..... | N.B. | 27 50 | 18 75 | | | | | |
| Mid Lothian..... | Parry Sound..... | O | 32 70 | 19 50 | | | | | |
| Midville Branch..... | Lunenburg..... | N.S. | 33 76 | 18 75 | | | | | |
| Midway..... | King's & Albert..... | N.B. | 11 13 | 18 75 | | | | | |
| Miguasha..... | Bonaventure..... | Q | 18 51 | 18 75 | | | | | |
| Miguasha West..... | Bonaventure..... | Q | 0 25 | 18 75 | | | | | |
| l Miguicq..... | Portneuf..... | Q | | 6 25 | | | | | |
| Milburn..... | King's..... | P.E.I. | 13 45 | 18 75 | | | | | |
| Milby..... | Sherbrooke..... | Q | 46 35 | 22 50 | | | | | |
| l Milden..... | Assa, W..... | Sask. | 14 00 | 4 16 | | | | | |
| Milletta..... | Stamstead..... | Q | 23 21 | 18 75 | | | | | |
| Milford..... | Prince Edward..... | O | 134 00 | 63 00 | | | | 3 75 | |
| Milford..... | Annapolis..... | N.S. | 80 00 | 33 00 | 2 25 | | | 3 75 | |
| Milford..... | St. John..... | N.B. | 123 77 | 52 50 | 5 25 | | | 3 75 | |
| Milford Bay..... | Muskoka..... | O | 158 75 | 66 00 | | | | 3 75 | |
| Milford Haven Bridge..... | Guysborough..... | N.S. | 17 42 | 18 75 | | | | | |
| Militia Point..... | Inverness..... | N.S. | 9 00 | 18 75 | | | | | |
| Milkish..... | King's & Albert..... | N.B. | 19 00 | 18 75 | | | | | |
| Millanville..... | Mégantic..... | Q | 10 10 | 18 75 | | | | | |
| Miller's Corners..... | Grenville..... | O | 62 54 | 42 50 | | | | 3 75 | |
| l Millarton..... | Bruce, N.R..... | O | 24 50 | 14 58 | | | | | |
| Millbank..... | Northumberland..... | N.B. | 24 50 | 18 75 | | | | | |
| Mill Bridge..... | Hastings, E.R..... | O | 127 20 | 52 50 | | | | 3 75 | |
| Mill Brook..... | Pictou..... | N.S. | 23 50 | 18 75 | | | | | |
| Mill Brook..... | Sunbury & Queen's, N.B. | | 25 48 | 18 75 | | | | | |
| Millbrook Station..... | Durham..... | O | 217 70 | 78 00 | | | | 7 50 | |
| Millbrook..... | Selkirk..... | M | 15 87 | 18 75 | | | | | |
| Mill Cove..... | Lunenburg..... | N.S. | 24 51 | 18 75 | | | | | |
| Mill Cove..... | Sunbury & Queen's, N.B. | | 36 71 | 18 75 | | | | | |
| Mill Cove..... | Queen's..... | P.E.I. | 7 25 | 18 75 | | | | | |
| Mill Creek..... | North Cape Breton and Victoria..... | N.S. | 8 00 | 18 75 | | | | | |
| Mill Creek..... | Macdonald..... | M | 10 25 | 18 75 | | | | | |
| Milledgeville..... | St. John..... | N.B. | | | | | | | |
| l Miller..... | Sask..... | | 8 00 | 2 08 | | | | | |
| Miller Lake..... | Bruce, N.R..... | O | 33 10 | 27 50 | | | | | |
| Miller's Creek..... | Hants..... | N.S. | 60 00 | 29 50 | | | | | |
| Mille Vaches..... | Chicoutimi & Saguenay | Q | 62 22 | 40 50 | | | | 3 75 | |
| Millfield..... | Mégantic..... | Q | 22 05 | 18 75 | 2 25 | | | | |
| Mill Grove..... | Wentworth..... | O | 147 25 | 67 50 | | | | 7 50 | |
| Mill Haven..... | Lennox & Addington, O | | 73 25 | 27 00 | | | | | |
| Milliken..... | York, C.R..... | O | 127 22 | 48 00 | | | | 3 75 | |

a Re-opened 1-9-06. b Closed 30-9-06. c Opened 1-3-07. d Opened 1-2-07. e For Revenue, etc., see Appendix C under St. John (N.B.) sub-office. &c.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance |
|-----------------------|-----------------------------------|----------|---|----------|----------------------------|------------------------|
| | | | § cts. | § cts. | | |
| Millington | Brome | Q | 81 78 | 41 25 | | 3 75 |
| Millington | Ontario, N.R. | O | 39 00 | 18 75 | | |
| Million | Dauphin | M | 9 00 | 2 08 | | |
| Mill River | Prince | P.E.I | 81 00 | **57 50 | 13 50 | 3 75 |
| Mill River East | Prince | P.E.I | 20 00 | 18 75 | | |
| Mill Road | Lunenburg | N.S | 6 30 | 18 75 | | |
| Mill Settlement | Sunbury & Queen's | N.B | 12 70 | 18 75 | | |
| Millside | New Westminster | B.C | 235 57 | 36 00 | | 3 75 |
| Millstream | Bonaventure | O | 55 28 | 21 00 | | |
| Millstream | King's & Albert | N.B | 114 25 | 46 50 | 6 75 | 3 75 |
| Millstream | Nanaimo | B.C | 11 00 | 18 75 | | |
| Millsville | Pictou | N.S | 93 46 | 41 25 | | 3 75 |
| Milltown Cross | King's | P.E.I | 23 75 | 18 75 | | |
| Millvale | Queen's | P.E.I | 8 00 | 18 75 | | |
| Mill View | Queen's East | P.E.I | 84 40 | 34 50 | 4 50 | 3 75 |
| Millville | King's | N.S | 89 70 | 31 50 | | |
| Millville | Qu'Appelle | Sask | 21 25 | 18 75 | | |
| Millville Boularderie | North Cape Breton and Victoria | N.S | 55 00 | * 36 00 | | |
| Millward | Calgary | Alta | 30 00 | 12 00 | | |
| Millwood | Marquette | M | 201 91 | 78 75 | 2 25 | 7 50 |
| Milnerton | Strathcona | Alta | 53 20 | 21 00 | | |
| Milne's Landing | Nanaimo | B.C | 57 92 | 36 00 | | 3 75 |
| Milsap | Lennox & Addington | O | 20 00 | 18 75 | | |
| Milton East | Shefford | Q | 72 50 | 36 00 | | 2 50 |
| Milton Station | Queen's | P.E.I | 37 00 | 18 75 | 2 25 | |
| Miminegash | Prince | P.E.I | 26 50 | 18 75 | | |
| Mimosa | Wellington, S.R. | O | 54 65 | 23 00 | | |
| Mina | Northumberland, W.R. | O | 19 47 | 18 75 | | |
| Minasville | Hants | N.S | 47 00 | 25 25 | | |
| Minburn | Strathcona | Alta | 57 00 | 12 50 | | |
| Mindenoya | Algoma, E.R. | O | 113 63 | 70 50 | | 7 50 |
| Mine Centre Station | Thunder Bay and Rainy River | O | 238 70 | + 109 26 | | 7 50 |
| Mineral | Carleton | N.B | 19 15 | 18 75 | | |
| Mineral Rock | South Cape Breton | N.S | 5 55 | 18 75 | | |
| Mineral Springs | Wentworth | O | 38 62 | 18 75 | | |
| Minerve | Labelle | Q | 57 44 | 22 50 | | |
| Minnett | Muskoka | O | 237 50 | 88 50 | | 7 50 |
| Mineville | Halifax | N.S | 7 00 | 18 75 | | |
| Mingan | Chicoutimi & Saguenay | Q | 12 91 | + 31 25 | 5 00 | |
| Mink Cove | Digby | N.S | 47 80 | 22 50 | | |
| Minnewakan | Dauphin | M | 59 60 | 24 00 | 15 00 | |
| ‡Mimicogashine | Muskoka | O | 178 10 | 64 00 | | 5 00 |
| Mimiehill | Grey, N.R. | O | 30 00 | 18 75 | | |
| Minnitaki | Thunder Bay and Rainy River | O | 17 25 | 18 75 | | |
| Minto | Pictou | N.S | 18 00 | 18 75 | | |
| Minto | Hastings, W.R. | O | 39 20 | 21 00 | | |
| Minton | Stanstead | Q | 18 87 | 18 75 | | |
| Mimudie | Cumberland | N.S | 90 29 | 44 75 | | 3 75 |
| Miquelon | Richmond & Wolfe | Q | 16 51 | 18 75 | | |
| Mira-Gut | South Cape Breton | N.S | 33 70 | 22 50 | 6 00 | |
| Mirabel | Two Mountains | Q | 68 20 | 25 50 | | |
| Miranda | Missisquoi | Q | 17 50 | 18 75 | | |

a Opened 1-10-06. b Closed 31-10-06. c Including \$20.76 night allowance, \$2.76 of which is arrears.
 † Opened 1-3-07. * Including \$9 night allowance. ** Including \$10 night allowance summer 1905
 and \$10 night allowance summer 1903. † Including \$12.50 night allowance, \$5 of which is arrears.
 ‡ Summer office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary <i>(based on revenue of previous year).</i> | | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|-------------------------|----------|---|-------|----------------------------|-------------------------|
| | | | § | cts. | | |
| Miscou Centre..... | Gloucester.....N.B | 19 75 | 18 75 | | | |
| Miscouche..... | Prince.....P.E.I | 200 30 | 90 00 | 11 25 | 7 50 | |
| Miscou Harbour..... | Gloucester.....N.B | 44 39 | 21 00 | 2 25 | | |
| Miscou Lighthouse..... | Gloucester.....N.B | 26 25 | 18 75 | | | |
| Misere..... | Charlevoix.....Q | 24 81 | * 23 25 | | | |
| Mispec..... | St. John.....N.B | 119 00 | 43 50 | | 3 75 | |
| Mississippi Station..... | Frontenac.....O | 126 17 | 52 50 | | 3 75 | |
| Mistawasis..... | Sask.....Sask | 80 98 | 41 25 | 5 25 | 3 75 | |
| Mitchell River..... | King's.....P.E.I | 24 50 | 18 75 | | | |
| Mitchell Bay..... | Halifax.....N.S | 8 15 | 18 75 | | | |
| Mitchell's Bay..... | Kent, W.R.....O | 42 00 | 21 00 | | | |
| Mitchell Settlement..... | Restigouche.....N.B | 4 50 | 18 75 | | | |
| Mitchell Square..... | Simcoe, N.R.....O | 85 40 | 37 50 | | 3 75 | |
| Mitchell Station..... | Drummond & Arthabaska Q | 190 35 | 51 00 | | 3 75 | |
| Mitchellville..... | Leeds.....O | 39 50 | 26 25 | | | |
| d Mitchellview..... | Mackenzie.....Sask | 7 00 | 2 08 | | | |
| Mizonette..... | Gloucester.....N.B | 43 73 | 18 75 | | | |
| Mochelle..... | Annapolis.....N.S | 36 40 | 18 75 | | | |
| Moe's River..... | Compton.....Q | 79 00 | 37 50 | | 3 75 | |
| Moffat..... | Halton.....O | 65 00 | 30 00 | | | |
| Moffat..... | Qu'Appelle.....Sask | 109 85 | 81 00 | 6 00 | 7 50 | |
| Moir..... | Hastings, W.R.....O | 138 10 | 75 00 | 3 00 | 7 50 | |
| Moisie..... | Chicoutimi & Saguenay Q | 50 22 | + 56 25 | | | |
| Moline..... | Marquette.....M | 17 00 | 18 75 | | | |
| Molson..... | Selkirk.....M | 110 71 | 37 50 | 56 25 | | |
| Molstad..... | Strathcona.....Alta | 542 36 | 66 00 | | 3 75 | |
| Molte..... | Bruce, S.R.....O | 24 65 | 18 75 | | | |
| Monaghan..... | Queen's.....P.E.I | 10 00 | 18 75 | | | |
| Monalea..... | Argenteuil.....Q | 5 00 | 18 75 | | | |
| Monck..... | Wellington, N.R.....O | 32 80 | 18 75 | | | |
| Moneriff..... | Huron, E.R.....O | 76 75 | 22 50 | | | |
| Moncton Road..... | Westmoreland.....N.B | 5 00 | 18 75 | | | |
| a Mond..... | Algoma, E.R.....O | 138 21 | 18 20 | | | |
| Monetville..... | Nipissing.....O | 80 82 | 50 00 | | | |
| Monymore..... | Hastings, E.R.....O | 3 30 | 18 75 | | | |
| Mongonais..... | Vaudreuil.....Q | 63 62 | 27 00 | | | |
| Mongolia..... | York, C.R.....O | 61 98 | 21 00 | | | |
| Monk Road..... | Hastings, W.R.....O | 5 00 | 18 75 | | | |
| Monk's Head..... | Antigonish.....N.S | 6 25 | 18 75 | | | |
| Mono Centre..... | Dufferin.....O | 60 91 | 37 50 | 2 25 | 3 75 | |
| c Monominto..... | Provencher.....M | 9 00 | 4 16 | | | |
| Monsell..... | Muskoka.....O | 5 00 | 18 75 | | | |
| Montagne Gold Mines..... | Halifax.....N.S | 26 50 | 18 75 | | | |
| Montagne Ronde..... | Beauce.....Q | 8 34 | 18 75 | | | |
| Montcalm..... | Montcalm.....Q | 101 25 | 64 50 | | 3 75 | |
| Montclair..... | Wright.....Q | 154 51 | 75 00 | | 7 50 | |
| Mont Dufresne..... | Richmond & Wolfe.....Q | 11 45 | 18 75 | | | |
| Monteagle Valley..... | Hastings, E.R.....O | 58 40 | 24 00 | | | |
| Monte Creek..... | Yale & Cariboo.....B.C | 256 39 | 109 50 | 21 00 | 11 25 | |
| Montefiore..... | Souris.....M | 11 70 | 18 75 | | | |
| Montgomery..... | Assa, East.....Sask | 37 25 | 26 25 | | | |
| Monticello..... | King's.....P.E.I | 19 00 | 18 75 | | | |
| Montigny..... | Labelle.....Q | 9 15 | 18 75 | | | |
| Mont Louis..... | Gaspé.....Q | 135 21 | 61 50 | | 3 75 | |
| Montmarre..... | Qu'Appelle.....Sask | 30 89 | 18 75 | | | |
| Montmorency East..... | Montmorency.....Q | 39 75 | 18 75 | | | |
| Montmorency, Falls..... | Quebec.....Q | 186 56 | 75 00 | 13 50 | 6 25 | |

* Including \$4.50 night allowance. + Including \$37.50 special salary allowance. a Opened 9-7-06.
 c Opened 1-2-07. d Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|----------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Mont Nébo | Sask | 13 50 | 18 75 | | |
| Montpellier | Labelle | 59 57 | 33 75 | | 3 75 |
| Montreal | Sub. Offices No. 15 | 0 | * | | |
| Montreal River | Nipissing | 129 67 | 93 75 | | 7 50 |
| Montreal Sud | Chambly & Verchères | 43 00 | 18 75 | | |
| Montrose | Colchester | 47 10 | 21 00 | | |
| Montrose | Welland | 21 50 | 18 75 | | |
| Montrose | Prince | 40 00 | 36 00 | | 2 50 |
| Montrose | Portage la Praise | 24 15 | 18 75 | | |
| Mont Saint Hilaire | Rouville | 85 00 | 33 00 | | |
| Mont St. Pierre | Gaspé | 22 53 | 18 75 | | |
| 1/2 Monval | Strathcona | 12 00 | 8 33 | | |
| Moon Falls | Parry Sound | 33 75 | 18 75 | | |
| 1/2 Moon River | Parry Sound | 41 00 | 31 00 | | |
| Moonstone | Simcoe, E.R. | 121 19 | 91 50 | | 7 50 |
| Moore'sburg | Grey, S.R. | 55 80 | 30 00 | 2 25 | |
| Moore's Mills | Charlotte | 109 00 | 46 50 | 15 00 | 3 75 |
| Mooreville | Middlesex, N.R. | 57 30 | 27 00 | | |
| Moose Brook | Hants | 35 79 | 18 75 | | |
| Moosehead | Halifax | 25 50 | 19 50 | | |
| Moose Horn Bay | Dauphin | 10 66 | 18 75 | | |
| Mooseland | Halifax | 63 10 | + 33 75 | | |
| Moose River | Pictou | 14 50 | 18 75 | | |
| Moose River | Cumberland | 13 00 | 18 75 | | |
| Moose River | Bagot | 49 84 | 18 75 | | |
| Moose River Gold Mines | Halifax | 78 64 | 39 00 | | 2 50 |
| Moran | Northumberland | 19 65 | 18 75 | | |
| Morar | Antigonishe | 13 25 | 18 75 | | |
| Moraviantown | Kent, E.R. | 14 00 | 18 75 | | |
| Moray | Middlesex, N.R. | 40 42 | 21 25 | | |
| Morehead | Pontiac | 27 50 | 18 75 | | |
| Morehouse | Northumberland | 44 98 | 21 00 | | |
| Morell East | King's | 5 00 | 18 75 | | |
| Morell Rear | King's | 12 50 | 18 75 | | |
| Morganston | Northumberland, E.R. | 173 44 | 73 50 | | 7 50 |
| Morganville | Digby | 20 50 | 18 75 | | |
| Morigeau | Montmagny | 63 70 | 25 50 | | |
| Morin | Bellechasse | 6 00 | 18 75 | | |
| 1/2 Morinus | Muskoka | 78 30 | 33 00 | | |
| Morinville | Edmonton | 254 35 | 75 00 | 2 25 | 7 50 |
| Morley | Grey, N.R. | 15 00 | 18 75 | | |
| Morley | Calgary | 197 91 | 99 00 | 4 50 | 7 50 |
| a Moropano | Souris | | 4 16 | | |
| Morrisdale | King's | 26 91 | 18 75 | | |
| Morris Island | Yarmouth | 5 00 | 18 75 | | |
| Morrison | Inverness | 12 00 | 18 75 | | |
| Morrison Lake | Muskoka | 7 00 | 18 75 | | |
| Morrison Station | Terrebonne | 55 93 | 18 75 | | |
| Morrissey | Kootenay | 43 66 | 80 00 | | 6 25 |
| 1/2 Morse | Assa, West | 56 76 | 8 33 | | |
| Morristown | Antigonishe | 22 10 | 18 75 | | |
| Morristown | King's | 8 00 | 18 75 | | |
| Morrisville | Algoma, E.R. | 16 75 | 18 75 | | |
| Mortimer's Point | Muskoka | 110 61 | 48 75 | | 3 75 |
| 1/2 Morton Park | York, N.R. | 43 00 | 25 00 | | |
| Morton's Corner | Lunenburg | 13 00 | 18 75 | | |
| Morvan | Antigonishe | 13 00 | 18 75 | | |

* For revenue, &c., see Appendix C, under Montreal sub-offices, &c.
 † Summer office. a Closed 1-9-06. b Opened 1-12-06.

+ Including \$7.50 night allowance.
 c Opened 1-12-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------|--------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Morven..... | Lennox & Addington...O | 61 00 | 22 50 | | |
| Mosborough..... | Wellington, S.R.....O | 66 42 | 32 00 | | |
| Mosher's Corner..... | Annapolis.....N.S | 14 25 | 18 75 | | |
| Mosherville..... | Hants.....N.S | 56 25 | 22 50 | | |
| Mosquito Harbour..... | Comox-Atlin.....B.C | 127 97 | 18 75 | | |
| Moss Glen..... | King's & Albert.....N.B | 4 00 | 18 75 | | |
| Mosside..... | Lambton, E.R.....O | 70 35 | 28 50 | | |
| Moss Lake..... | Mackenzie.....Sask | 15 70 | 18 75 | | |
| Mossleigh..... | Calgary.....Alta | 17 56 | 18 75 | | |
| Mossley..... | Middlesex, E.R.....O | 85 90 | 43 50 | | 3 75 |
| Mossman's Grant..... | Lunenburg.....N.S | 51 66 | 21 00 | | |
| Motherwell..... | Perth, S.R.....O | 106 97 | 45 00 | | 3 75 |
| Moulie's River..... | Kent.....N.B | 66 70 | 25 50 | | |
| Moulin Basinet..... | Joliette.....Q | 9 75 | 18 75 | | |
| Moulin Chaurette..... | Three Riv. & St-MauriceQ | 168 33 | 52 50 | | 3 75 |
| Moulin Desbois..... | Chicoutimi & SaguenayQ | 26 25 | 21 00 | | |
| Moulin Dubois..... | Drum'nd & ArthabaskaQ | 12 45 | 18 75 | | |
| Moulin Fontaine..... | Richmond & Wolfe...Q | 21 66 | 18 75 | | |
| Moulin Lacroix..... | Montcalm.....Q | 18 75 | 18 75 | | |
| Moulin Mignault..... | Rimouski.....Q | 3 96 | 18 75 | | |
| Moulin Tardif..... | Richmond & Wolfe...Q | 34 14 | 18 75 | | |
| Moulin Têtu..... | Lotbinière.....Q | 25 45 | 18 75 | | |
| Moulton..... | Haldimand.....O | 79 53 | 30 00 | | |
| Mound..... | Calgary.....Alta | 43 07 | 18 75 | | |
| Mountain Brook..... | Restigouche.....N.B | 17 25 | 18 75 | | |
| Mountain Dale..... | King's & Albert.....N.B | 12 00 | 18 75 | | |
| Mountain Gap..... | Dauphin.....M | 6 25 | 18 75 | | |
| Mountain House..... | Strathcona.....Alta | 22 70 | 18 75 | | |
| Mountain Mill..... | Alta.....Alta | 27 50 | 18 75 | | |
| Mountain Road..... | Pictou.....N.S | 12 50 | 18 75 | | |
| Mountain Road..... | Dauphin.....M | 17 00 | 18 75 | | |
| Mountain Side..... | Humboldt.....Sask | 11 00 | 18 75 | | |
| Mountain View..... | Prince Edward.....O | 86 00 | 34 00 | | 2 50 |
| Mountain View..... | Alta.....Alta | 190 68 | 69 00 | | 7 50 |
| Mount Albion..... | Wentworth.....O | 24 01 | 18 75 | | |
| Mount Albion..... | Queen's.....P.E.I | 54 46 | 24 00 | | |
| Mount Buchanan..... | Queen's.....P.E.I | 15 70 | 18 75 | | |
| Mount Carmel..... | Prince.....P.E.I | 51 50 | 26 25 | | |
| Mount Carmel..... | Huron, E.R.....O | 127 56 | 42 00 | | 3 75 |
| Mount Charles..... | Peel.....O | 20 65 | 18 75 | | |
| Mount Chesney..... | Frontenac.....O | 34 95 | 18 75 | | |
| Mount Denison..... | Hants.....N.S | 50 75 | 25 50 | | |
| Mount Dennis..... | York, S.R.....O | 71 50 | 25 50 | | |
| Mount Hamilton..... | Wentworth.....O | 83 00 | 6 25 | | |
| Mount Hauly..... | Annapolis.....N.S | 106 00 | 51 00 | | 3 75 |
| Mount Healy..... | Haldimand.....O | 33 70 | 18 75 | | |
| Mount Hebron..... | King's & Albert.....N.B | 4 14 | 18 75 | | |
| Mount Herbert..... | Queen's.....P.E.I | 5 00 | 18 75 | | |
| Mount Hope..... | Bruce, N.R.....O | 20 50 | 18 75 | | |
| Mount Hope..... | King's.....P.E.I | 13 75 | 18 75 | | |
| Mount Horeb..... | Victoria & Haliburton.O | 40 00 | 18 75 | | |
| Mount Irwin..... | Peterborough, W.R...O | 43 99 | 18 75 | | |
| Mount Johnson..... | Saint Jean & Iberville.Q | 140 25 | 54 00 | | 3 75 |
| Mount Joy..... | York, C.R.....O | 14 00 | | | |
| Mount Julien..... | Peterborough, E.R...O | 108 00 | 37 50 | | 3 75 |
| Mount Lehman..... | New Westminster...B.C | 97 75 | 36 00 | | 3 75 |
| Mount Loyal..... | Montcalm.....Q | 18 20 | 18 75 | | |
| Mount Maple..... | Argenteuil.....Q | 7 00 | 7 08 | | |

a Closed 13-8-06, re-opened 1-2-07.

b Opened 1-1-07.

c Opened 18-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|----------------------|----------------------------|----------|---|------|----------------------------|------|-------------------------|------|
| | | | % | cts. | % | cts. | % | cts. |
| Mount Middleton. | King's & Albert . . . N.B. | 11 10 | 18 | 75 | | | | |
| Mount Murray | Charlevoix Q | 82 00 | 25 | 50 | | | | |
| Mount Nemo | Halton O | 35 52 | 18 | 75 | | | | |
| Mount Oscar | Vaudreuil Q | 38 95 | 18 | 75 | | | | |
| Mount Pisgah | King's & Albert . . . N.B. | 18 18 | 18 | 75 | | | | |
| Mount Pleasant | Prince P.E.I. | 14 46 | 18 | 75 | | | | |
| Mount Pleasant | Cumberland N.S. | 12 50 | 18 | 75 | | | | |
| Mount Pleasant | Carleton N.B. | 50 10 | 22 | 50 | | | | |
| Mount Robson | Dorchester Q | 6 00 | 18 | 75 | | | | |
| Mount Rose | Annapolis N.S. | 14 70 | 18 | 75 | | | | |
| Mount Royal | Prince P.E.I. | 15 00 | 18 | 75 | | | | |
| Mount Royal | Macdonald M | 25 00 | 38 | 25 | | | 2 | 50 |
| Mount Royal Vale | Jacques Cartier . . . Q | 34 00 | 18 | 75 | | | | |
| Mount Ryan | Queen's P.E.I. | 10 00 | 18 | 75 | | | | |
| Mount St Louis | Simcoe, E.R. O | 99 50 | 36 | 00 | | | | 3 75 |
| Mount St Patrick | Renfrew, S.R. O | 86 80 | 37 | 50 | 2 | 25 | | 3 75 |
| Mount Salem | Elgin, E.R. O | 88 55 | 27 | 00 | | | | |
| Mountsberg | Wentworth O | 60 00 | 22 | 50 | | | | |
| Mount Thom | Pictou N.S. | 15 80 | 18 | 75 | | | | |
| Mount Tobnie | Nanaimo B.C. | 119 00 | 45 | 00 | | | | |
| Mount Vernon | Brantford O | 162 14 | 75 | 00 | | | | 6 25 |
| Mount Vernon | Queen's P.E.I. | 15 05 | 18 | 75 | | | | |
| Mount View | Wellington, N.R. . . . O | 11 00 | 18 | 75 | | | | |
| Mount View | Westmoreland . . . N.B. | 6 00 | 18 | 75 | | | | |
| Mountville | King's & Albert . . . N.B. | 12 00 | 18 | 75 | | | | |
| Mount Whitley | Westmoreland . . . N.B. | 38 81 | 32 | 00 | | | | |
| Mount William | Pictou N.S. | 4 20 | 18 | 75 | | | | |
| Mount Wolf | Peel O | 25 52 | 18 | 75 | | | | |
| Mount Young | Inverness N.S. | 4 00 | 18 | 75 | | | | |
| Mount Zion | Inverness N.S. | 2 50 | 8 | 33 | | | | |
| Mouth of Jemseg | Simbury & Queen's . N.B. | 58 50 | 27 | 00 | | | | |
| Mouth of Keswick | York N.B. | 87 32 | 30 | 00 | | | | |
| Mouth of St Francis | Victoria N.B. | 2 00 | 18 | 75 | | | | |
| Mowbray | Lisgar M | 169 29 | 57 | 00 | 2 | 25 | | 3 75 |
| Muddy Creek | Prince P.E.I. | 44 00 | 18 | 75 | | | | |
| Muir | Oxford, S.R. O | 34 65 | 18 | 75 | | | | |
| Muir Kirk | Kent, E.R. O | 161 20 | 72 | 00 | | | | 7 50 |
| Muldoon | Pontiac Q | 106 81 | 41 | 25 | 3 | 75 | | 3 75 |
| Mulgrave | Welland O | 40 81 | 18 | 75 | | | | |
| Mull | Kent, W.R. O | 157 70 | 61 | 50 | 3 | 00 | | 3 75 |
| Mull River | Inverness N.S. | 13 60 | 18 | 75 | | | | |
| Mullifary | Middlesex, N.R. . . . O | 21 68 | 18 | 75 | | | | |
| Mulmur | Dufferin O | 39 00 | 24 | 00 | | | | |
| Mulock | Mackenzie Sask. | 28 01 | 18 | 75 | 3 | 60 | | |
| Mulock | Grey, S.R. O | 30 90 | 18 | 75 | | | | |
| Mundare | Edmonton Alta | 180 45 | 18 | 75 | 1 | 25 | | |
| Mundeville | Kent N.B. | 32 73 | 18 | 75 | | | | |
| Muniac | Victoria N.B. | 73 75 | 39 | 00 | | | | 3 75 |
| Munro | Perth, S.R. O | 88 00 | 30 | 00 | 6 | 00 | | |
| Munroe | New Westminster . . B.C. | 46 00 | 18 | 75 | | | | |
| Munroe Bridge | Inverness N.S. | 11 00 | 18 | 75 | | | | |
| Munroe Mills | Glenegary O | 53 85 | 21 | 00 | | | | |
| Munro Siding | Algoma, E.R. O | 219 78 | 70 | 50 | | | | 7 50 |
| Munster | Carleton O | 124 63 | 45 | 00 | | | | 3 75 |
| Murchison | Marquette M | | 18 | 75 | | | | |
| Murchison | Nipissing O | 16 50 | 18 | 75 | | | | |
| Murchyville | Halifax N.S. | 12 48 | 18 | 75 | | | | |

a Opened 1-10-06.

b Closed 31-10-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------|-------------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Murillo | Thunder Bay & Rainy- River | 360 26 | 114 00 | | 11 25 |
| Murphy | Grey, N. R. | 14 00 | 18 75 | | |
| Murphy | Inverness | 10 00 | 18 75 | | |
| Murray | Northumberland, E. R. | 163 99 | 63 00 | | 3 75 |
| Murray Corner | Westmoreland | 38 00 | 18 75 | | |
| Murrayfield | Pictou | 16 00 | 18 75 | | |
| Murray Harbour, North | King's | 76 97 | 36 00 | | 3 75 |
| Murray Harbour, West | King's | 75 50 | 25 50 | | |
| Murray Park | Macdonald | 11 54 | 18 75 | | |
| Murray Road | Westmoreland | 23 95 | 18 75 | | |
| Murray Valley | Calgary | 2 00 | 18 75 | | |
| Murvale | Frontenac | 29 50 | 18 75 | | |
| Mushaboom | Halifax | 20 00 | †26 25 | | |
| Muskoka Falls | Muskoka | 29 93 | 18 75 | | |
| Musquash | St. Jean | 63 50 | 42 00 | | 3 75 |
| Musselyville | Bonaventure | 21 18 | 18 75 | | |
| Mutrie | Qu'Appelle | 20 33 | 18 75 | | |
| Mutton Bay | Chicoutimi & Saguenay | 12 50 | 18 75 | | |
| Myer's Cave | Frontenac | 10 25 | 18 75 | | |
| Myer's Point | Halifax | 4 00 | 18 75 | | |
| Myrehall | Hastings, E. R. | 12 90 | 18 75 | | |
| Myrtle | Ontario, S. R. | 130 49 | 57 50 | | 3 75 |
| Myrtle Station | Ontario, S. R. | 140 00 | 60 00 | | 3 75 |
| Mystic | Missisquoi | 109 50 | 40 50 | | 3 75 |
| NAAS HARBOUR | Comox-Atlin | 7 00 | 27 00 | | |
| Nackawick | York | 36 19 | 18 75 | | |
| Nahm | Yale & Caribou | 44 33 | 27 00 | | |
| Nail Pond | Prince | 8 00 | 18 75 | | |
| Naim | Middlesex, N. R. | 70 52 | 27 00 | | |
| Namao | Edmonton | 93 08 | 33 75 | 3 75 | 3 75 |
| Namur | Labelle | 130 00 | 61 50 | | 3 75 |
| Nancy | Maskinonge | 7 40 | 18 75 | | |
| Nanoose Bay | Comox-Atlin | 18 45 | 18 75 | | |
| Nantyr | Simcoe, S. R. | 135 50 | 48 75 | | 3 75 |
| Naphan | Hastings, E. R. | 27 25 | 18 75 | | |
| Nappan | Cumberland | 25 63 | 18 75 | | |
| Napperton | Middlesex, N. R. | 33 30 | 18 75 | | |
| Narrow Lake | Sask | 11 00 | 4 16 | | |
| Narva | Bruce, S. R. | 17 00 | 18 75 | | |
| Nashville | York, C. R. | 76 27 | 33 75 | | 3 75 |
| Nashwaak Bridge | York | 143 47 | 46 50 | | 3 75 |
| Nashwaaksis | York | 88 00 | 49 00 | | 3 75 |
| Nashwaak Village | York | 49 62 | 22 50 | | |
| Nasonworth | York | 23 50 | 18 75 | | |
| Natashquan | Chicoutimi & Saguenay | 44 10 | †48 00 | 1 50 | |
| Natika | Humboldt | 20 00 | 18 75 | | |
| Naughton | Algoma, E. R. | 45 00 | 41 25 | | 2 50 |
| Neapolis | Calgary | 61 35 | 30 00 | | |
| Neem Teuch | Halifax | 47 34 | 23 75 | 2 25 | |
| a Negusville | Sask | 12 65 | 12 50 | | |
| b Needles | Kootenay | 37 50 | 24 00 | | |
| c Neelin | Souris | 65 00 | 10 41 | | |
| Neelby | Assa, East | 51 45 | 18 75 | | |

† Including \$15 night allowance. †† Including \$7.50 night allowance. a Opened 1-10-06. b Late Fire Valley. c Opened 1-11-06. d Opened 1-2-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------|---------------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Newwin..... | Mackenzie..... Sask | 72 60 | 21 09 | | |
| Neguac..... | Northumberland..... N.B | 97 77 | 31 50 | | |
| Nell's Harbour..... | North Cape Breton & Victoria..... N.S | 60 04 | 30 00 | | |
| Neilsonville..... | Quebec..... Q | 48 00 | 21 25 | | |
| Nelles Corners..... | Haldimand..... O | 208 26 | 106 50 | 19 50 | 11 25 |
| Nelson..... | Halton..... O | 117 31 | 51 00 | | 3 75 |
| Nelson..... | Lisgar..... M | 18 25 | 18 75 | | |
| Nelson Reserve..... | Northumberland..... N.B | 6 50 | 18 75 | | |
| Nenagh..... | Grey, S.R..... O | 14 70 | 18 75 | | |
| Nerepis Station..... | King's & Albert..... N.B | 104 86 | 36 00 | 3 75 | 3 75 |
| Nerissa..... | Guysboro'..... N.S | 5 25 | 18 75 | | |
| Nes..... | Selkirk..... M | 90 46 | 30 00 | | |
| Nesham..... | Humboldt..... Sask | 11 00 | 18 75 | | |
| Nestleton..... | Durham..... O | 129 78 | 76 00 | | 7 50 |
| Netherby..... | Welland..... O | 73 91 | 39 00 | | 3 75 |
| Net of Lakes..... | Mackenzie..... Sask | 6 25 | 18 75 | | |
| Nettly Lake..... | Selkirk..... M | 17 93 | 18 75 | | |
| New Acadie..... | King's..... P.E.I | 12 36 | 18 75 | | |
| New Albany..... | Annapolis..... N.S | 59 27 | 24 00 | 3 00 | |
| New Albemni..... | Comox-Atlin..... B.C | 152 30 | 63 75 | | 3 75 |
| New Annan..... | Prince..... P.E.I | 23 85 | 18 75 | | |
| New Argyll..... | Queen's..... P.E.I | 7 16 | 18 75 | | |
| Newark..... | Oxford, S.R..... O | 38 50 | 18 75 | | |
| New Armagh..... | Lotbiniere..... Q | 33 90 | 22 50 | | |
| New Bandon..... | Gloucester..... N.B | 49 25 | 21 00 | | |
| Newbliss..... | Leeds..... O | 44 75 | 18 75 | | |
| New Boston..... | South Cape Breton..... N.S | 1 50 | 18 75 | | |
| Newboyne..... | Leeds..... O | 25 46 | 18 75 | | |
| Newbridge..... | Huron, E.R..... O | 104 00 | 49 50 | 3 75 | 3 75 |
| Newburg..... | Carleton..... N.B | 8 00 | 18 75 | | |
| Newburg..... | Assa, West..... Alta | 23 28 | 18 75 | | |
| Newburg Junction..... | Carleton..... N.B | 57 40 | 22 50 | 7 50 | |
| Newburn..... | Lunenburg..... N.S | 19 20 | 18 75 | | |
| New Canaan..... | Essex, S.R..... O | 59 69 | 51 00 | | 3 75 |
| New Canaan..... | Sunbury & Queen's..... N.B | 6 00 | 18 75 | | |
| New Canada..... | Lunenburg..... N.S | 33 18 | 18 75 | | |
| New Carlow..... | Hastings, E.R..... O | 22 05 | 18 75 | | |
| Newcastle Bridge..... | Sunbury & Queen's..... N.B | 100 25 | 46 50 | | 3 75 |
| Newcomb..... | Lunenburg..... N.S | 10 00 | 18 75 | 6 00 | |
| Newcomb Corner..... | Halifax..... N.S | 60 05 | 19 50 | | |
| New Cornwall..... | Lunenburg..... N.S | 36 96 | 18 75 | | |
| New Credit..... | Brant S.R..... O | 11 00 | 18 75 | | |
| New Cumberland..... | Lunenburg..... N.S | 8 00 | 18 75 | | |
| New Denmark..... | Victoria..... N.B | 39 87 | 26 50 | 2 25 | |
| New Dominion..... | Queen's..... P.E.I | 24 21 | 18 75 | | |
| New Dublin..... | Brockville..... O | 91 78 | 22 25 | | |
| New Edinburg..... | Digby..... N.S | 36 75 | 18 75 | | |
| Newellton..... | Shelburne & Queen's..... N.S | 74 07 | 33 00 | | 3 75 |
| New Elm..... | Lunenburg..... N.S | 5 30 | 18 75 | | |
| New Erin..... | Huntingdon..... Q | 32 50 | 22 50 | | |
| New Finland..... | Assa, East..... Sask | 40 70 | 21 00 | | |
| New Flos..... | Simcoe, N.R..... O | 95 50 | 34 00 | | 2 50 |
| New France..... | Antigonishe..... N.S | 7 00 | 18 75 | | |
| New Gairloch..... | Pictou..... N.S | 18 75 | 18 75 | | |
| New Grafton..... | Shelburne & Queen's..... N.S | 31 28 | 18 75 | | |
| New Harbour..... | Guysborough..... N.S | 19 90 | 18 75 | 6 00 | |
| New Harbour West..... | Guysborough..... N.S | 47 21 | 22 50 | | |
| New Harmony..... | King's..... P.E.I | 1 00 | 18 75 | | |

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------------|--|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| New Harris..... | North Cape Breton & Victoria..... N.S. | 5 00 | 18 75 | | |
| New Harris Forks..... | North Cape Breton & Victoria..... N.S. | 5 00 | 18 75 | 2 25 | |
| ^b New Hastings..... | Assa. East..... Sask | 6 00 | 14 58 | | |
| New Haven..... | Queen's..... P.E.I | 55 62 | 22 50 | 7 50 | |
| New Haven..... | North Cape Breton & Victoria..... N.S. | 43 25 | 18 75 | | |
| New Hillsdale..... | Sask..... Sask | 47 73 | 18 75 | 1 25 | |
| Newholm..... | Muskoka..... O | 23 75 | 18 75 | | |
| New Holstein..... | Qu'Appelle..... Sask | 7 25 | 18 75 | | |
| New Horton..... | King's & Albert..... N.B | 11 00 | 18 75 | | |
| New Ireland..... | Megantic..... Q | 26 32 | 18 75 | 4 50 | |
| New Jersey..... | Northumberland..... N.B | 31 00 | 27 25 | | |
| New Jerusalem..... | Sunbury & Queen's..... N.B | 53 75 | 22 50 | | |
| New London..... | Queen's..... P.E.I | 79 05 | 40 50 | 3 75 | 3 75 |
| New Lunnon..... | Edmonton..... Alta | 23 00 | 18 75 | | |
| Newmanville..... | Grenville..... O | 14 00 | 18 75 | | |
| New Market..... | York..... N.B | 10 75 | 18 75 | | |
| New Maryland..... | York..... N.B | 2 25 | 18 75 | | |
| New Mexico..... | Compton..... Q | 11 00 | 18 75 | | |
| New Minas..... | King's..... N.S | 64 25 | 31 50 | | |
| ^c New Osgoode..... | Humboldt..... Sask | 10 00 | 2 08 | | |
| New Ottawa..... | Sask..... Sask | 70 10 | 18 75 | 1 75 | |
| New Oxley..... | Alta..... Alta | 12 00 | 18 75 | | |
| New Park..... | Durham..... O | 22 85 | 18 75 | | |
| New Perth..... | King's..... P.E.I | 43 50 | 21 00 | | |
| New Perth West..... | King's..... P.E.I | 50 50 | 18 75 | | |
| Newport..... | Brantford..... O | 17 00 | 18 75 | | |
| Newport..... | Gaspé..... Q | 94 55 | †63 00 | | 3 75 |
| Newport..... | King's..... P.E.I | 20 75 | 18 75 | | |
| Newport Corner..... | Hants..... N.S | 43 00 | 18 75 | | |
| Newport Station..... | Hants..... N.S | 127 77 | 67 50 | 120 00 | 3 75 |
| New Richmond Centre..... | Bonaventure..... Q | 17 95 | 18 75 | | |
| New River Mills..... | Charlotte..... N.B | 29 73 | 18 75 | | |
| New Rockland..... | Richmond & Wolfe..... Q | 55 25 | 26 50 | | |
| New Ross..... | Dundas..... O | 9 20 | 18 75 | | |
| New Ross Road..... | King's..... N.S | 13 12 | 18 75 | | |
| Newry..... | Perth. N.R..... O | 96 20 | 49 00 | | 3 75 |
| New Salem..... | Cumberland..... N.S | 74 78 | 31 50 | | |
| New Sarepta..... | Strathcona..... Alta | 33 78 | 18 75 | | |
| New Sarum..... | Elgin, E.R..... O | 83 50 | 46 50 | | 3 75 |
| ^a New Scotland..... | Kent, E.R..... O | 60 81 | 16 66 | | |
| New Scotland..... | Westmoreland..... N.B | 12 50 | 18 75 | | |
| New Sydenham..... | Macdonald..... M | 14 22 | 18 75 | | |
| Newton..... | Prince..... P.E.I | 8 00 | 18 75 | | |
| Newton Cross..... | Queen's..... P.E.I | 15 50 | 18 75 | | |
| Newton Mills..... | Colechester..... N.S | 74 19 | 33 00 | | 3 75 |
| Newtonville..... | King's..... N.S | 19 00 | 18 75 | | |
| New Town..... | Guysborough..... N.S | 45 28 | 18 75 | | |
| New Town..... | King's & Albert..... N.B | 95 94 | 44 00 | 2 25 | 3 75 |
| New Tusket..... | Digby..... N.S | 58 44 | 25 50 | | |
| New Victoria..... | South Cape Breton..... N.S | 35 05 | 18 75 | | |
| Newville..... | Cumberland..... N.S | 119 88 | 46 50 | | 3 75 |
| New Warren..... | Qu'Appelle..... Sask | 100 76 | 18 75 | | |
| New Wiltshire..... | Queen's..... P.E.I | 96 16 | 43 50 | 13 50 | 3 75 |
| New Yarmouth..... | Cumberland..... N.S | 5 00 | 18 75 | | |
| New Zealand..... | King's..... P.E.I | 11 95 | 18 75 | | |

^a Opened 1-8-06. ^b Opened 1-2-07. [†] Including \$15 night allowance. ^c Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|---------------------------------------|----------|---|------|----------------------------|-------------------------|
| | | | § | cts. | | |
| New Zion..... | Sunbury & Queen's. N.B. | 18 00 | 18 | 75 | | |
| Nichabau..... | Pontiac..... Q | 26 23 | 18 | 75 | | |
| Nichollsville..... | King's..... N.S. | 11 25 | 18 | 75 | | |
| Nicolet Falls..... | Richmond & Wolfe... Q | 64 35 | 25 | 50 | | |
| Nicolston..... | Simcoe, S.R..... O | 32 50 | 18 | 75 | | |
| Nicomekl..... | New Westminster... B.C. | 26 60 | 22 | 50 | | |
| Nicomin..... | New Westminster... B.C. | 61 20 | 45 | 00 | | 3 75 |
| Nictau..... | Victoria..... N.B. | 32 50 | 21 | 00 | | |
| Nictaux South..... | Annapolis..... N.S. | 12 00 | 18 | 75 | | |
| Nictaux West..... | Annapolis..... N.S. | 24 75 | 18 | 75 | | |
| Nigado..... | Gloucester..... N.B. | 58 50 | 21 | 25 | | |
| Nile..... | Huron, W.R..... O | 88 65 | 41 | 25 | | 3 75 |
| Nilestown..... | Middlesex, E.R..... O | 72 10 | 37 | 50 | 2 25 | |
| Nine Mile Creek..... | Queen's..... P.E.I. | 13 10 | 18 | 75 | | |
| Nine Mile River..... | Hants..... N.S. | 52 46 | 22 | 50 | | |
| Nipissing Junction..... | Nipissing..... O | 64 11 | 31 | 50 | | |
| Nitburg..... | Perth, N.R..... O | 30 75 | 18 | 75 | | |
| Niverville..... | Provencher..... M | 135 80 | 90 | 00 | | 7 50 |
| Nixon..... | Norfolk..... O | 71 81 | 46 | 00 | | 3 75 |
| Nixon..... | King's & Albert... N.B. | 12 50 | 18 | 75 | | |
| Nober..... | Norfolk..... O | 121 33 | 45 | 00 | | 3 75 |
| Noel Road..... | Hants..... N.S. | 6 00 | 18 | 75 | | |
| Noel Shore..... | Hants..... N.S. | 47 33 | 18 | 75 | | |
| Noelton..... | Calgary..... Alta | 44 81 | 21 | 00 | | |
| Nogies Creek..... | Peterboro..... O | 20 00 | 18 | 75 | | |
| a Nokomis..... | Humboldt..... Sask | 49 06 | 16 | 66 | | |
| Nolalu..... | Thunder Bay and Rainy River..... O | 76 00 | 18 | 75 | | |
| Norborough..... | Prince..... P.E.I. | 14 75 | 18 | 75 | | |
| Norden..... | Humboldt..... Sask | 10 75 | 18 | 75 | | |
| Nordin..... | Northumberland... N.B. | 91 69 | 28 | 50 | | |
| Norgate..... | Dauphin..... M | 17 95 | 18 | 75 | | |
| Norham..... | Northumberland, E.R. O | 104 25 | 58 | 50 | | 3 75 |
| Normandale..... | Norfolk..... O | 44 80 | 22 | 50 | | |
| Normandin Nord..... | Chicoutimi & Saguenay Q | 22 57 | 18 | 75 | | |
| Norris Lake..... | Selkirk..... M | | 18 | 75 | | |
| North Ainslie..... | Inverness..... N.S. | 18 95 | 18 | 75 | | |
| North Alton..... | King's..... N.S. | 9 10 | 18 | 75 | | |
| Northam..... | Prince..... P.E.I. | 44 82 | 34 | 50 | 3 00 | 3 75 |
| Northampton..... | Carleton..... N.B. | 21 25 | 18 | 75 | | |
| North Beaver Bank..... | Halifax..... N.S. | 15 75 | 18 | 75 | | |
| North Bedeque..... | Prince..... P.E.I. | 36 63 | 18 | 75 | | |
| North Branch..... | Russell..... O | 10 50 | 18 | 75 | | |
| North Brook..... | Lennox & Addington. O | 129 08 | 48 | 75 | | 3 75 |
| North Bruce..... | Bruce, N.R..... O | 83 05 | *48 00 | 3 75 | | 3 75 |
| North Buxton..... | Kent, W.R..... O | 63 00 | 30 | 00 | | |
| North Carleton..... | Prince..... P.E.I. | 43 45 | 18 | 75 | | |
| North Claremont..... | Ontario, S.R..... O | 71 84 | 33 | 00 | | 3 75 |
| North Clarendon..... | Pontiac..... Q | 24 35 | 18 | 75 | | |
| North Corner..... | King's..... N.S. | 38 73 | 18 | 75 | | |
| Northcote..... | Reufrew, S.R..... O | 86 00 | 40 | 50 | | 3 75 |
| North Earlton..... | Colchester..... N.S. | 19 75 | 18 | 75 | | |
| North East Harbour..... | Shelburne & Queen's. N.S. | 118 20 | 48 | 00 | 3 00 | 3 75 |
| c North East Mabou..... | Inverness..... N.S. | 6 00 | 4 | 16 | | |
| North East Margaree..... | Inverness..... N.S. | 91 96 | 48 | 75 | 21 00 | 3 75 |
| d North Ekfrid..... | Middlesex, W.R..... O | 14 09 | 2 | 68 | | |
| North Esk Boom..... | Northumberland... N.B. | 9 25 | 18 | 75 | | |

a Opened 1-8-06.
allowance.

c Opened 1-2-07. Late Burke.

d Opened 1-3-07.

* Including \$9 night

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------------------|---|----------|---|---------|----------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | | |
| <i>b</i> Northfield | Stormont | O 24 53 | 15 | 83 | | |
| Northfield | Sunbury & Queen's, N.B. | 12 25 | 18 | 75 | | |
| Northfield | Lunenburg, N.S. | 29 98 | 19 | 50 | | |
| Northfield, Queen's | Shelburne & Queen's, N.S. | 24 75 | 18 | 75 | | |
| Northfield | Nanaimo, B.C. | 67 64 | 37 | 50 | | 3 75 |
| Northfield Centre | Brant | O 54 40 | 22 | 50 | | |
| Northfield Farm | Wright | Q 27 91 | 18 | 75 | | |
| Northfield Station | Stormont | O 99 63 | 40 | 50 | | 3 75 |
| North Forks of Salmon Creek | Sunbury & Queen's, N.B. | 14 20 | 18 | 75 | | |
| North Franboise | Richmond, N.S. | 18 95 | 18 | 75 | | |
| North Georgetown | Châteauguay | Q 26 85 | 20 | 25 | | |
| North Glanford | Wentworth | O 59 35 | 31 | 50 | | |
| North Gore | Argenteuil | Q 14 50 | 18 | 75 | | |
| North Grant | Antigonish, N.S. | 12 00 | 18 | 75 | | |
| North Greenville | Cumberland, N.S. | 19 23 | 18 | 75 | | |
| North Gut, St. Anne | North Cape Breton and Victoria, N.S. | 13 00 | 18 | 75 | | |
| North Harbour, Cape North | North Cape Breton and Victoria, N.S. | 15 00 | 20 | 25 | | |
| North Highlands | Inverness, N.S. | 6 25 | 18 | 75 | | |
| North Hill | Compton, Q. | 19 25 | 18 | 75 | | |
| North Intervale | Guysborough, N.S. | 16 00 | 18 | 75 | | |
| North Kemptville | Yarmouth, N.S. | 30 01 | 18 | 75 | | |
| North Keppel | Grey, N.R., O. | 71 06 | 34 | 50 | | 3 75 |
| North Kingston | King's, N.S. | 42 10 | 21 | 00 | 2 25 | |
| North Lake | King's, P.E.I. | 13 20 | 18 | 75 | | |
| North Lake | York, N.B. | 55 38 | 27 | 00 | | |
| North Low | Wright, Q. | 47 76 | 18 | 75 | | |
| North Lunenburg | Stormont, O. | 107 15 | 38 | 00 | | 3 75 |
| North Malden | Essex, S.R., O. | 45 58 | 18 | 75 | | |
| North Mara | Ontario, N.R., O. | 12 25 | 18 | 75 | | |
| North Middleboro | Cumberland, N.S. | 27 00 | 18 | 75 | | |
| North Milton | Queen's, P.E.I. | 9 25 | 18 | 75 | | |
| Northminster | Strathcona, Sask. | c7 00 | | | | |
| North Montague | Lanark, S.R., O. | 19 75 | 18 | 75 | | |
| North Mountain | Dundas, O. | 18 71 | 18 | 75 | | |
| North Mountain | King's, N.S. | 12 00 | 18 | 75 | | |
| <i>a</i> North Ogden | Guysborough, N.S. | 7 00 | 12 | 50 | | |
| North Onslow | Pontiac, Q. | 34 72 | 19 | 50 | | |
| North Osgoode | Russell, O. | 20 00 | 18 | 75 | | |
| North Pelham | Welland, O. | 107 22 | 47 | 60 | | 3 75 |
| North Pinnacle | Missisquoi, Q. | 22 65 | 18 | 75 | | |
| North Port | Prince Edward, O. | 145 75 | 63 | 00 | | 3 75 |
| North Range Corner | Digby, N.S. | 67 36 | 26 | 25 | 9 00 | |
| North Renous | Northumberland, N.B. | 25 93 | 18 | 75 | | |
| North Rideau | Carleton, O. | 21 25 | 18 | 75 | | |
| North Ridge | Essex, S.R., O. | 65 14 | 28 | 00 | | |
| North River | Queen's, P.E.I. | 45 25 | 22 | 25 | 3 75 | |
| North River | Colchester, N.S. | 35 25 | 24 | 00 | | |
| North River Bridge | North Cape Breton and Victoria, N.S. | 61 60 | +44 | 50 | 2 25 | 3 75 |
| North River Centre | North Cape Breton and Victoria, N.S. | 17 50 | +23 | 25 | | |
| Northrup | King's & Albert, N.B. | 16 00 | 18 | 75 | | |
| North Rustico | Queen's, P.E.I. | 93 30 | 30 | 00 | | |
| North St. Eleonors | Prince, P.E.I. | 29 23 | 18 | 75 | | |
| North Saanich | Nanaimo, B.C. | 26 09 | 18 | 75 | | |

b Closed 1-10-06; Re-opened 1-12-06. * Including \$1.50 night allowance. † Including \$4.50 night allowance. *a* Opened 1-10-06. *c* Credit for new office not yet opened.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------------------|--|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| North Saler..... | Hants..... N.S. | 0 20 | 18 75 | | |
| North Seneca..... | Wentworth..... O | 3 00 | 18 75 | | |
| North Seguin..... | Parry Sound..... O | 33 50 | 21 25 | | |
| North Shore..... | Cumberland..... N.S. | 21 00 | 18 75 | | |
| North Shore..... | North Cape Breton and Victoria..... N.S. | 6 00 | +23 75 | | |
| North Shore of St. Margaret Bay..... | Halifax..... N.S. | 41 50 | 21 25 | | |
| North Springfield..... | Annapolis..... N.S. | 86 25 | 33 75 | | 3 75 |
| North Stanbridge..... | Missisquoi..... Q | 101 21 | 48 75 | | 3 75 |
| North Stoke..... | Richmond & Wolfe..... Q | 7 50 | 18 75 | | |
| North Stukely..... | Shefford..... Q | 259 40 | 75 00 | | 7 50 |
| North Sutton..... | Brome..... Q | 5 00 | 18 75 | | |
| North Tav..... | York..... N.B. | 23 21 | 18 75 | | |
| North Tryon..... | Prince..... P.E.I. | 111 25 | 49 50 | | 3 75 |
| North Valley..... | Stormont..... O | 7 00 | 18 75 | | |
| Northview..... | Victoria..... N.B. | 18 15 | 18 75 | | |
| Northville..... | King's..... N.S. | | 18 75 | | |
| North Wallace..... | Cumberland..... N.S. | 19 00 | 18 75 | | |
| North West..... | Lunenburg..... N.S. | 8 75 | 18 75 | | |
| North West Arm..... | South Cape Breton..... N.S. | 18 17 | 18 75 | 7 50 | |
| North West Bridge..... | Northumberland..... N.B. | 61 00 | 31 50 | | 2 50 |
| North West Cove..... | Lunenburg..... N.S. | 17 49 | 18 75 | | |
| North West Harbour..... | Shelburne & Queen's..... N.S. | 34 52 | 18 75 | | |
| North Winchester..... | Dundas..... O | 29 25 | 18 75 | | |
| North Wolfestown..... | Richmond & Wolfe..... Q | 17 25 | 18 75 | | |
| Northwood..... | Kent, W.R..... O | 152 50 | 58 50 | | 3 75 |
| Norton..... | Assa, W..... Alta | 12 00 | 4 16 | | |
| Norton Creek..... | Châteauguay..... Q | 49 00 | 21 00 | | |
| Norton Dale..... | York..... N.B. | 21 73 | 18 75 | | |
| Nortonville..... | Peel..... O | 16 50 | 18 75 | | |
| Norway..... | York, S.R..... O | 413 73 | 102 00 | | 11 25 |
| Norway Bay..... | Pontiac..... Q | 46 00 | 25 00 | | |
| Norway House..... | Keewatin..... O | 136 05 | 49 50 | | 3 75 |
| Norwood..... | Yarmouth..... N.S. | 40 98 | 18 75 | | |
| Notre Dame..... | Kent..... N.B. | 112 62 | 46 50 | 3 75 | 3 75 |
| Notre Dame de l'Esperance..... | Chamblly & Vercheres..... Q | 45 91 | 16 66 | | |
| Notre Dame de l'Île Verte..... | Temiscouata..... Q | 27 95 | 18 75 | | |
| Notre Dame de la Merci..... | Montcalm..... Q | 21 50 | 18 75 | | |
| Notre Dame de la Paix..... | Labelle..... Q | 137 50 | 43 50 | | 3 75 |
| Notre Dame de Rimouski..... | Rimouski..... Q | 90 00 | 51 00 | | 3 75 |
| Notre Dame de Savoie..... | Strathcona..... Alta | 27 45 | 18 75 | | |
| Notre Dame du Lac..... | Nipissing..... O | 11 00 | 18 75 | | |
| Notre Dame du Pont Main..... | Labelle..... Q | 22 00 | 18 75 | | |
| Notre Dame du Portage..... | Temiscouata..... Q | 134 65 | *76 25 | | 3 75 |
| Notre Dame du Rosaire..... | Montmagny..... Q | 79 77 | 30 00 | | |
| Nouvelle..... | Bonaventure..... Q | 65 06 | 31 50 | | |
| Noyan..... | Missisquoi..... Q | 111 15 | 52 50 | | 3 75 |
| Noyes Crossing..... | Edmonton..... Alta | 19 67 | 14 58 | | |
| Nudell Bush..... | Dundas..... O | 11 00 | 18 75 | | |
| Nuttby..... | Colchester..... N.S. | 16 50 | 18 75 | | |
| Nutt's Corners..... | Missisquoi..... Q | 21 25 | 18 75 | | |
| Nyanza..... | North Cape Breton and Victoria..... N.S. | 99 08 | +39 00 | | |
| OAK BANK..... | Selkirk..... M | 138 65 | 63 00 | 2 25 | 3 75 |
| Oak Bay..... | Charlotte..... N.B. | 121 00 | 60 00 | 2 25 | 3 75 |

* Including \$20 summer season allowance. + Including \$12 night allowance. ++ Including \$5 night allowance. a Opened 1-8-'06. b Opened 1-9-'06. d Summer office. e Opened 1-2-'07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------|-----------------------------------|----------|---|----------------------------|-------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Oak Bay Mills..... | Bonaventure..... | 77 50 | 37 50 | | 3 75 |
| Oak Bluff..... | Macdonald..... | 49 04 | 18 75 | | |
| Oakbrae..... | Dauphin..... | 16 49 | 18 75 | | |
| Oakburn..... | Marquette..... | 126 14 | 742 00 | | |
| Oakdale..... | Lambton, W.R..... | 104 86 | 51 00 | | 3 75 |
| Oakfield..... | Halifax..... | 108 26 | 36 00 | | 2 50 |
| Oak Grove..... | Renfrew, S.R..... | 15 00 | 12 50 | | |
| Oakham..... | Simbury & Queen's, N.B. | 39 57 | 18 75 | | |
| Oak Hammock..... | Saskirk..... | 5 00 | 18 75 | | |
| Oak Heights..... | Northumberland, W.R.O | 44 00 | 21 25 | | |
| Oakhill..... | Victoria & Haliburton, O | 6 00 | 18 75 | | |
| Oakhill..... | Charlotte..... | 34 39 | 18 75 | 2 25 | |
| Oak Lake..... | Peterborough, E.R..... | 19 25 | 18 75 | | |
| Oakland..... | Lunenburg..... | 9 25 | 18 75 | | |
| Oakland..... | Carleton..... | 11 25 | 18 75 | | |
| Oakland..... | Portage la Prairie..... | 94 00 | 28 50 | | |
| Oak Leaf..... | Leeds..... | 42 75 | 18 75 | | |
| Oakley..... | Assa, East..... | 18 25 | 18 75 | | |
| Oaknook..... | Dauphin..... | 12 60 | 18 75 | | |
| Oak Park..... | Shelburne & Queen's, N.S | 21 50 | 18 75 | | |
| Oak Point..... | Macdonald..... | 223 38 | 64 50 | 33 00 | 5 75 |
| Oak Ridges..... | York, N.R..... | 27 15 | 25 50 | | |
| Oakville..... | Carleton..... | 18 75 | 18 75 | | |
| Oates..... | Front-nac..... | 21 57 | 18 75 | | |
| Oban..... | Richmond..... | 14 00 | 18 75 | | |
| Oceanic..... | Comox Ardn..... | 27 48 | 18 75 | | |
| Ocean View..... | Queen's..... | 13 00 | 8 33 | | |
| O'Connell..... | Ontario, N.R..... | 72 62 | 24 00 | | |
| O'Connor..... | Thunder Bay & Rainy River..... | 24 46 | 18 75 | | |
| Oconto..... | Front-nac..... | 22 91 | 18 75 | | |
| Odell..... | Middlesex, E.R..... | 20 00 | 18 75 | | |
| Odelltown..... | St. John's & Iberville, Q | | 39 | | |
| Odin..... | Colchester..... | 14 81 | 18 75 | | |
| O'Farrell..... | Dorchester..... | 25 00 | 18 75 | | |
| Ogden..... | Guyborough, N.S..... | 30 50 | 18 75 | 1 50 | |
| Ogdenburg..... | Argenteuil..... | 33 75 | 18 75 | | |
| Ogilvie..... | King's..... | 6 60 | 18 75 | | |
| Ogilvie's..... | King's & Albert..... | 16 56 | 18 75 | | |
| Ogilvie Station..... | Portage la Prairie..... | 82 90 | 37 50 | | 3 75 |
| Ohaton..... | Strathcona..... | 88 78 | 14 58 | 1 75 | |
| Ohio..... | Antigonish..... | 23 00 | 18 75 | | |
| Ohlen..... | Assa, East..... | 9 70 | 15 00 | | |
| Ohrnville..... | Strathcona..... | 16 44 | 18 75 | | |
| Oil City..... | Alta..... | 6 00 | 21 00 | | |
| Ojibwa..... | Essex, N.R..... | 101 00 | 36 00 | | 3 75 |
| Okanagon..... | Yale & Caribou..... | 49 00 | 18 75 | | |
| Okanagon Falls..... | Yale & Caribou..... | 61 32 | 31 50 | | |
| Okanagon Landing..... | Yale & Caribou..... | 207 19 | 87 00 | | 7 50 |
| Okanagon Mission..... | Yale & Caribou..... | 47 00 | 35 41 | | 1 25 |
| Olaalla..... | Yale & Caribou..... | 80 93 | 55 50 | | 3 75 |
| Oldcastle..... | Essex, N.R..... | 41 06 | 18 75 | | |
| Old Chelsea..... | Wright..... | 83 94 | 36 00 | | 2 50 |
| Old Fort Bay..... | Chicoutimi & Saguenay, Q | 1 00 | 18 75 | | |
| Oldham..... | Halifax..... | 100 25 | 37 50 | | 3 75 |
| Old Harry..... | Gaspe..... | 16 70 | 18 75 | | |
| Old Lake Road..... | Tenniscouata..... | 82 28 | 31 50 | | |

* Including \$12 night allowance. † Closed 1-12-06. ‡ Opened 1-12-06. § Closed 1-10-06.
 f Re-opened 1-8-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|---|----------|--------------------------------------|--------------------|-----------------|
| | | | (Based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| O'Leary Road..... | Prince.....P.E.I | 15 00 | 18 75 | | |
| Oleskiw..... | Provencher.....M | 30 00 | 10 41 | | |
| Olmville..... | Sunbury & Queen's...N.B | 18 15 | 18 75 | | |
| Olyphant..... | Bruce, N.R.....O | 37 58 | 18 75 | | |
| Olive..... | Macdonald.....M | 6 25 | 18 75 | | |
| Oliver..... | Middlesex, E.R.....O | 28 71 | 18 75 | | |
| Oliver..... | Stanstead.....Q | 91 47 | 41 25 | | 3 75 |
| Oliver..... | Colchester.....N.S | 22 10 | 18 75 | | |
| Oliver..... | Assa, W.....Sask | 80 69 | 12 50 | | |
| Olivet..... | Wellington, N.R.....O | 97 85 | 51 00 | | 3 75 |
| Olscamp..... | Champlain.....Q | 10 00 | 18 75 | | |
| Olsen Creek..... | Alta.....Alta | 18 00 | 18 75 | | |
| Omega..... | Sask.....Sask | 10 00 | | | |
| Ompah..... | Frontenac.....O | 84 30 | 50 00 | | 1 25 |
| Oneida..... | Haldimand.....O | 21 00 | 18 75 | | |
| O'Neil..... | Westmoreland.....N.B | 5 00 | 18 75 | | |
| O'Neil's Corners..... | Huntingdon.....Q | 17 75 | 18 75 | | |
| Onion Lake..... | Edmonton.....Sask | 88 89 | 33 75 | 2 25 | 3 75 |
| Onaway..... | Edmonton.....Alta | 31 75 | 18 75 | | |
| Onslow Mountain..... | Colchester.....N.S | 6 25 | 18 75 | | |
| Onslow Station..... | Colchester.....N.S | 100 46 | 39 00 | | 3 75 |
| Opawaka..... | Lisgar.....M | 4 00 | 18 75 | | |
| Ophir..... | Algoma, W.R.....O | 34 50 | 18 75 | 2 25 | |
| Orange Valley..... | Parry Sound.....O | 10 00 | 18 75 | | |
| Oranmore..... | Parry Sound.....O | 18 48 | 18 75 | | |
| Orcadia..... | Mackenzie.....Sask | 58 50 | 18 75 | | |
| Oregon Glen..... | North Cape Breton and Victoria.....N.S | 2 00 | 18 75 | | |
| Orchard Beach..... | York, N.R.....O | 45 00 | 40 00 | | |
| Orford Centre..... | Sherbrooke.....Q | 31 00 | 18 75 | | |
| Oriel..... | Oxford, S.R.....O | 26 20 | 18 75 | | |
| Orient..... | Russell.....O | 47 95 | 18 75 | | |
| Orkney..... | Wentworth.....O | 66 80 | 30 00 | | |
| Orland..... | Northumberland, E.R..O | 56 00 | 43 00 | | 2 50 |
| Orleans..... | Russell.....O | 156 35 | 60 00 | 5 25 | 3 75 |
| Ormond..... | Dundas.....O | 144 63 | 63 00 | | 3 75 |
| Ormsby..... | Hastings, E.R.....O | 135 47 | 67 50 | 2 25 | 6 25 |
| Ormstown Station..... | Châteauguay.....Q | 140 00 | 60 00 | | 3 75 |
| Oro Station..... | Simcoe, N.R.....O | 93 52 | 45 00 | | 3 75 |
| Orr Lake..... | Simcoe, E.R.....O | 70 85 | 24 50 | | |
| Orrwood..... | Marquette.....M | 30 94 | 18 75 | 2 25 | |
| Orton..... | Alberta.....Alta | 14 00 | 2 08 | | |
| Ortonville..... | Victoria.....N.B | 30 95 | 18 75 | | |
| Orwell..... | Queen's.....P.E.I | 83 60 | 48 00 | 19 00 | 3 75 |
| Orwell Cove..... | Queen's.....P.E.I | 45 20 | 18 75 | | |
| Osaca..... | Durham.....O | 18 00 | 18 75 | | |
| Osborne..... | Lambton, W.R.....O | 54 00 | 25 50 | | |
| Osman..... | Middlesex, W.R.....O | 25 48 | 18 75 | | |
| Oso Station..... | Frontenac.....O | 78 62 | 33 00 | | |
| Ospringe..... | Wellington, S.R.....O | 91 53 | 61 00 | | 3 75 |
| Ossa..... | Qu'Appelle.....Sask | 13 00 | 18 75 | | |
| Ossian..... | Lambton, W.R.....O | 25 73 | 18 75 | | |
| Ostrander..... | Oxford, S.R.....O | 77 00 | 34 50 | | 3 75 |
| Ostr-a Lake..... | Halifax.....N.S | 24 71 | 18 75 | | |
| O'Sullivan's Corners..... | York, S.R.....O | 39 10 | 29 50 | | |
| Oswald..... | Macdonald.....M | 86 55 | 33 00 | | 3 75 |
| Otis..... | Chicoutimi & Saguenay Q. | 17 70 | 18 75 | | |

* Summer office. a Opened 1-10-06. b Opened 1-11-06.

l Opened 25-3-07. c Opened 1-3-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|---|-----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Ottawa Brook | North Cape Breton and Victoria..... N.S | 15 75 | 18 75 | | |
| Ottawa, sub-office No. 10 | City of Ottawa..... O | \$ 271 00 | \$ 108 00 | | 11 25 |
| Ottawa South | Carleton..... O | 28 00 | 18 75 | | |
| Ottawa West | Carleton..... O | 45 35 | 18 75 | | |
| Otter | New Westminster..... B.C | 49 50 | 23 00 | | |
| Otter Brook | Cochester..... N.S | 11 50 | 18 75 | | |
| Otter Creek | Hastings, E.R..... O | 163 19 | 61 50 | | 3 75 |
| Otterburne | Provencher..... M | 19 95 | 18 75 | 45 00 | |
| Otter Point | Nanaimo..... B.C | 17 00 | 18 75 | | |
| Otthon | A-s-a, East..... Sask | 54 45 | 24 00 | | |
| Otto | Dauphin..... M | 47 38 | 41 00 | | 2 50 |
| Ouatchouan | Chicoutimi & Saguenay Q | | | | |
| Ouinnet | Thunder Bay & Rainy River..... O | 82 45 | 30 00 | 6 00 | |
| Oungah | Kent, W.R..... O | 47 50 | 18 75 | | |
| Oustic | Wellington, S.R..... O | 55 28 | 27 00 | | |
| Outlook | Algona, W.R..... O | 20 66 | 10 41 | | |
| Outlet | Leeds..... O | 26 04 | 18 75 | | |
| Outram | Annapolis..... N.S | 11 25 | 18 75 | | |
| cOutre-mont Junction | Jacques Cartier..... Q | 78 95 | 33 75 | | 3 75 |
| Ouvry | Kent, W.R..... O | 117 38 | 40 50 | | 3 75 |
| Ovenstown | Sask..... Sask | 71 34 | 18 75 | | |
| Overton | Lennox & Addington, O | 18 75 | 18 75 | | |
| Overton | Yarmouth..... N.S | 26 00 | 18 75 | | |
| Owl's Head Harbour | Halifax..... N.S | 37 92 | 21 25 | | |
| Oxbow | Victoria..... N.B | 26 60 | 18 75 | | |
| Oxendon | Grey, N.R..... O | 92 50 | 58 50 | 3 75 | 3 75 |
| Oxford Centre | Oxford, S.R..... O | 82 77 | 25 50 | | |
| Oxford Junction | Cumberland..... N.S | 95 48 | 52 50 | | 3 75 |
| aOwenbrook | Peterborough, E.R..... O | 22 16 | 16 66 | | |
| Oxford Station | Grenville..... O | 65 01 | 25 50 | 3 56 | |
| Oxley | Essex, S.R..... O | 152 56 | 52 50 | | 3 75 |
| Oxmead | Grey, N.R..... O | 16 00 | 18 75 | | |
| Oyama | Yale & Cariboo..... B.C | 24 07 | 18 75 | | |
| Oyster Bed Bridge | Queen's..... P.E.I | 64 21 | 28 50 | | |
| Oyster Ponds | Guy'sborough..... N.S | 24 00 | 18 75 | | |
| Painsec | Westmoreland..... N.B | 15 00 | 18 75 | | |
| Painswick | Simcoe, S.R..... O | 128 45 | 43 50 | | 3 75 |
| Pakan | Edmonton..... Alta | 122 56 | 45 00 | 2 25 | 3 75 |
| Palmer Rapids | Renfrew, S.R..... O | 153 98 | 57 00 | 4 50 | 3 75 |
| Palmer Road | Prince..... P.E.I | 24 46 | 18 75 | | |
| Pana | Russell..... O | 52 51 | 18 75 | | |
| Panet | Montmagny..... Q | 20 20 | 18 75 | | |
| Pannure | Carleton..... O | 94 19 | 30 00 | | |
| Paquette Station | Essex, N.R..... O | 24 50 | 18 75 | | |
| Paquetville | Gloucester..... N.B | 75 01 | 27 00 | | |
| Paradis | Lotbinière..... Q | 38 51 | 18 75 | | |
| Parc Lafontaine (sub) | Maison-neuve..... Q | | | | |
| Parc Laval | Laval..... Q | 96 04 | 19 50 | | |
| Paré | Portneuf..... Q | 62 96 | 33 00 | | |
| Parents | Victoria..... N.B | 57 22 | 18 75 | | |
| Parham | Frontenac..... O | 214 58 | 78 00 | 6 75 | 7 50 |

§ For Revenue, etc., see Appendix C. Ottawa sub-office, etc. † Including \$1.25 arrears forward.
 a Opened 1-8-06. b Opened 1-11-06. c Closed 1-1-07. ‡ For Revenue, etc., see Appendix C, under Montreal sub-offices, etc.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-------------------------------|------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year.) | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Paris..... | Yukon..... | 84 10 | § | | |
| Parisville..... | Lotbiniere..... Q | 71 87 | 28 50 | | |
| Park..... | Sask..... Sask | 27 00 | 30 00 | | |
| Park Avenue (sub office)..... | St. Lawrence..... Q | * | * | | |
| Parkbeg..... | Assa. West..... Sask | 100 55 | 41 25 | | 3 75 |
| Park Corner..... | Queen's..... P.E.I. | 19 87 | 18 75 | | |
| Parkdale..... | Lunenburg..... N.S. | 49 75 | 18 75 | | |
| Parkdale..... | Selkirk..... M | 44 36 | 18 75 | | |
| Parker..... | Wellington, N.R..... O | 94 55 | 42 50 | | 3 75 |
| Parker Road..... | King's..... N.S. | 4 00 | 18 75 | | |
| Parker's Cove..... | Annapolis..... N.S. | 35 45 | 18 75 | | |
| Parker's Ridge..... | York..... N.B. | 38 00 | 18 75 | | |
| Park Head..... | Bruce, N.R..... O | 102 17 | 46 00 | | 3 75 |
| Parkhouse..... | Hastings, E.R..... O | 32 62 | 18 75 | | |
| Parkhurst..... | Lotbiniere..... Q | 48 31 | 25 50 | 16 50 | |
| Parkin..... | Assa. East..... Sask | 15 00 | 18 75 | | |
| Parkindale..... | King's & Albert..... N.B. | 54 50 | 21 00 | | |
| Parkinson..... | Algoma, E.R..... O | 12 50 | 18 75 | | |
| l Parkland..... | Alberta..... Alta | 25 00 | 2 08 | | |
| Park's Creek..... | Lunenburg..... N.S. | 120 70 | 34 50 | | 3 75 |
| Parkside..... | Sask..... Sask | 42 85 | 18 75 | | |
| Parksville..... | Comox-Atlin*..... B.C. | 79 18 | 30 00 | 3 75 | |
| Parlee Settlement..... | King's & Albert..... N.B. | 12 95 | 18 75 | | |
| Parma..... | Lennox & Addington..... O | 38 75 | 23 00 | 5 25 | |
| Parrsboro' Shore..... | Cumberland..... N.S. | 33 00 | 18 75 | | |
| Partridge Hill..... | Edmonton..... Alta | 23 50 | 18 75 | | |
| o Pascal..... | Sask..... Sask | 55 00 | 4 16 | | |
| Pass-keag..... | King's & Albert..... N.B. | 50 91 | 18 75 | | |
| Pasqua..... | Assa. West..... Sask | 142 70 | 78 00 | 3 00 | 7 50 |
| Paswegin..... | Humboldt..... Sask | 138 02 | †47 00 | | |
| Paterson..... | Kootenay..... B.C. | 70 04 | 21 25 | | |
| Patience..... | Strathcona..... Alta | 16 74 | 18 75 | | |
| Patterson Settlement..... | Sunbury & Queen's..... N.B. | 18 73 | 18 75 | | |
| Patton..... | Algoma, E.R..... O | 45 87 | 18 75 | | |
| Pandash..... | Victoria & Haliburton..... O | 9 25 | 18 75 | | |
| Pauline..... | Rouville..... Q | 21 70 | 18 75 | | |
| Paulson..... | Yale & Cariboo..... B.C. | 50 53 | 44 50 | | 3 75 |
| Pavilion..... | Yale & Cariboo..... B.C. | 46 61 | 26 25 | | |
| Paynton..... | Sask..... Sask | 388 33 | 48 75 | 18 33 | 3 75 |
| Peabody..... | Grey, S.R..... O | 36 70 | 21 25 | | |
| Peace River Crossing..... | Athabaska..... O | 31 54 | 18 75 | 3 75 | |
| Peacock..... | Humboldt..... Sask | 117 44 | 33 75 | | 3 75 |
| Pearceley..... | Parry Sound..... O | 17 00 | 18 75 | | |
| Pearceton..... | Missisquoi..... Q | 58 66 | 26 25 | | |
| Peardonville..... | New Westminster..... B.C. | 31 45 | 18 75 | | |
| Pearl Park..... | Assa. East..... Sask | 6 25 | 18 75 | | |
| Pearsonville..... | King's & Albert..... N.B. | 15 00 | 18 75 | | |
| Peas Brook..... | Guyshorough..... N.S. | 16 25 | †23 25 | | |
| Pechet..... | Qu'Appelle..... Sask | 48 25 | 18 75 | | |
| Peebles..... | Oxford, S.R..... O | 11 30 | 18 75 | | |
| Peel..... | Carleton..... N.B. | 105 32 | 53 50 | 24 00 | 3 75 |
| Peepabun..... | Dufferin..... O | 13 25 | 18 75 | | |
| Pefferlaw..... | York, N.R..... O | 253 71 | 66 00 | 2 80 | 7 50 |
| Peggy's Cove..... | Halifax..... N.S. | 18 63 | 18 75 | | |
| Pekisko..... | Alta..... Alta | 79 30 | 30 00 | | |
| Pelee Island, South..... | Essex, S.R..... O | 16 25 | 18 75 | | |

* For Revenue, etc., see Appendix C, under Montreal sub-offices, etc. † Including \$20 night allowance and \$5 of which is arrears. a Opened 1-2-07. b Opened 1-3-07. § Salary entered in Auditor General's Report. ‡ Including \$4.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-------------------------------|-------------------------------------|----------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Pelham Centre..... | Welland..... | O 96 25 | 65 00 | | 3 75 |
| Pelham Union..... | Welland..... | O 23 44 | 18 75 | | |
| <i>b</i> Pelham Corners..... | Welland..... | O 38 00 | 2 08 | | |
| Pelletier Mills..... | Victoria..... | N.B. 30 84 | 18 75 | | |
| Pelly..... | Yukon District | | 41 20 | + | |
| Pembina..... | Edmonton..... | Alta. 26 22 | 18 75 | | |
| Pembroke..... | Hants..... | N.S. 66 01 | 32 00 | | 2 50 |
| Pembroke..... | Carleton..... | N.B. 1 00 | 18 75 | | |
| Pembroke Shore..... | Yarmouth..... | N.S. 2 50 | 18 75 | | |
| Pemberton Meadows..... | Yale & Cariboo..... | B.C. 15 45 | 18 75 | | |
| Pendennis..... | Brandon..... | M 147 95 | 58 50 | | 3 75 |
| Pender Island..... | Nanaimo..... | B.C. 87 44 | 45 00 | | 3 75 |
| Pengarth..... | Assa. West..... | Sask. 49 50 | 18 75 | 3 00 | |
| Peniac..... | York..... | N.B. 42 47 | 18 75 | | |
| Peninsula Gaspé..... | Gaspé..... | Q 72 00 | 35 00 | | |
| <i>§</i> Peninsular Park..... | Simcoe, S. R..... | O 0 | 0 80 | | |
| Pennant..... | Halifax..... | N.S. 12 25 | 18 75 | | |
| Pennfield..... | Charlotte..... | N.B. 83 45 | 26 25 | | |
| Pennfield Centre..... | Charlotte..... | N.B. 39 40 | 18 75 | | |
| Pennfield Ridge..... | Charlotte..... | N.B. 69 00 | 33 00 | 34 50 | 3 75 |
| <i>a</i> Pennock..... | Assa. East..... | Sask. 11 50 | 14 58 | | |
| Penrith..... | Brandon..... | M 17 18 | 18 75 | | |
| Penryn..... | Northumberland, E.R., O | | 17 00 | 18 75 | |
| Pent-cost River..... | Chicoutimi & Saguenay, Q | | 116 63 | ++ 59 75 | 2 25 3 75 |
| Pentland..... | Wellington, S.R..... | O 10 00 | 18 75 | | |
| Penville..... | Simcoe, S.R..... | O 51 46 | 22 50 | | |
| Perch Station..... | Lambton, W.R..... | O 22 74 | 18 75 | | |
| Percival..... | Assa. East..... | Sask. 53 47 | 29 00 | | |
| Percy..... | Assa. East..... | Sask. 32 71 | 18 75 | | |
| Peribonca..... | Chicoutimi & Saguenay, Q | | 117 36 | 47 50 | 3 75 3 75 |
| Perivale..... | Algoma, E.R..... | O 17 03 | 18 75 | | |
| Perkins..... | Wright..... | Q 208 78 | 69 50 | | 6 25 |
| Perley..... | Assa. East..... | Sask. 27 95 | 18 75 | | |
| <i>c</i> Petit..... | Chicoutimi & Saguenay, Q | | 10 00 | 4 16 | |
| Pern..... | Dufferin..... | O 76 56 | 39 00 | | 2 50 |
| Perrault..... | Renfrew, S.R..... | O 15 00 | 18 75 | | |
| Perretton..... | Renfrew, N.R..... | O 18 59 | 18 75 | | |
| Perrott Settlement..... | Annapolis..... | N.S. 6 00 | 18 75 | | |
| Perryboro'..... | Compton..... | Q 14 00 | 18 75 | | |
| Perry Settlement..... | King's & Albert..... | N.B. 8 00 | 18 75 | | |
| <i>d</i> Perry Siding..... | Kootenay..... | B.C. 16 00 | 2 08 | | |
| Perry Station..... | Welland..... | O 83 75 | 46 50 | | 3 75 |
| Perry's Point..... | King's & Albert..... | N.B. 61 46 | 29 00 | | |
| Perrytown..... | Durham..... | O 46 00 | 21 00 | | |
| Perryville..... | Sunbury & Queen's..... | N.B. 8 25 | 18 75 | | |
| Perth Road..... | Frontenac..... | O 171 00 | 57 00 | 3 75 | 3 75 |
| Perthuis..... | Portneuf..... | Q 31 00 | 22 50 | | |
| Petawawa..... | Renfrew, N.R..... | O 285 08 | 75 00 | | 6 25 |
| Peter's Brook..... | North Cape Breton and Victoria..... | N.S. 9 20 | 18 75 | | |
| Petersburg..... | Waterloo, S.R..... | O 129 30 | 60 00 | 48 00 | 6 25 |
| Peter's Mills..... | Kent..... | N.B. 16 25 | 18 75 | | |
| Petersen..... | Victoria..... | N.B. 9 50 | 18 75 | | |
| Peter's Corners..... | Victoria & Haliburton, O | | 11 00 | 18 75 | 2 25 |
| Peter's Road..... | King's..... | P. E. I. 71 84 | 37 50 | | 3 75 |
| Petersville..... | Sunbury & Queen's..... | N.B. 25 41 | 18 75 | | |

+ Salary, &c., entered in Auditor General's Report. § Summer office. ++ Including \$12.50 night allowance \$5 of which is arrears. a Opened 1-9-06. b Opened 1-3-07. c Opened 1-2-07. d Opened 1-3-07. * Including \$1.50 night allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|--------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Petersville Church | Sunbury & Queen's, N. B. | 31 00 | 18 75 | | |
| Peterville | Prince P. E. I. | 8 00 | 18 75 | | |
| Petherton | Wellington, N. R. | 42 00 | 25 50 | | |
| Petit Bonaventure | Bonaventure | 40 40 | 18 75 | | |
| Petit Brûlé | Two Mountains | 47 10 | 18 75 | | |
| Petit Cap | Gaspé | 31 00 | †27 75 | | |
| Petite Côte Ste. Rose | Laval | 6 00 | 18 75 | | |
| Petite de Grat Bridge | Richmond, N. S. | 67 28 | 22 50 | | |
| Petite Lamèque | Gloucester, N. B. | 45 05 | 18 75 | | |
| Petite Magdeleine | Gaspé | 37 07 | *32 50 | | |
| Petite Mascouche | Terrebonne | 33 90 | 18 75 | | |
| Petite Matane | Rimouski | 68 09 | †55 00 | | 3 75 |
| Petite Peribonca | Chicoutimi & Saguenay | 58 65 | 21 25 | 3 00 | |
| Petite Rivière | Two Mountains | 23 25 | 18 75 | | |
| Petite Rivière au Renard | Gaspé | 16 00 | 18 75 | | |
| Petite Rivière aux Sables | Chicoutimi & Saguenay | 6 00 | 18 75 | | |
| Petit Saguenay | Chicoutimi & Saguenay | 19 60 | 18 75 | 0 75 | |
| Petite Vallée | Gaspé | 18 20 | 18 75 | | |
| Petit Village | Beauce | 13 16 | | | |
| Petits Méchins | Rimouski | 26 75 | **23 25 | | |
| Petpewick Harbour | Halifax, N. S. | 25 31 | 18 75 | | |
| Petrel | Portage la Prairie | 97 16 | 51 00 | | 3 75 |
| <i>b</i> Petrofka | Sask. | 19 00 | 2 08 | | |
| Pettapiece | Marquette | 170 70 | 82 50 | | 7 50 |
| Pettigrew Settlement | Cumberland, N. S. | 16 48 | 18 75 | | |
| Petworth | Frontenac | 31 27 | 18 75 | | |
| Pevensey | Parry Sound | 21 19 | 18 75 | | |
| Pevevil | Vaudreuil | 50 66 | 22 50 | | |
| Pheasant Forks | Qu'Appelle, Sask. | 110 32 | 65 00 | 2 50 | 7 50 |
| Phillipsburg West | Waterloo, S. R. | 175 18 | 67 50 | | 7 50 |
| Phillipston | Hastings, E. R. | 0 14 | 18 75 | | |
| Phinney Cove | Annapolis, N. S. | 20 93 | 18 75 | | |
| Piastre Bay | Chicoutimi & Saguenay | 8 50 | 25 00 | | |
| Piccadilly | King's & Albert | 2 50 | 18 75 | | |
| Pictou Island | Pictou, N. S. | 23 09 | 18 75 | | |
| Pictou Landing | Pictou, N. S. | 123 90 | 46 00 | 2 25 | 3 75 |
| Pictou Road | Guysborough, N. S. | 10 00 | 18 75 | | |
| Pidgeon | Megantic | 10 00 | 18 75 | | |
| Piedmont | Terrebonne | 57 50 | 26 50 | | |
| Piedmont Valley | Pictou, N. S. | 43 80 | 18 75 | | |
| Pierremont | Carleton, N. B. | 18 75 | 18 75 | | |
| Pierreville Mills | Yamaska | 158 30 | 65 00 | | 6 25 |
| Pigeon Bluff | Selkirk | 14 25 | 18 75 | | |
| Pigeon Hill | Gloucester, N. B. | 16 25 | 18 75 | | |
| Pigeon Hill | Missisquoi | 50 34 | 22 50 | | |
| Pigeon Lake | Macdonald | 45 96 | 27 50 | | |
| Pike Bay | Bruce, N. R. | 39 38 | 21 00 | | |
| Pike Creek | Essex, N. R. | 28 00 | 18 75 | | |
| Pike River | Missisquoi | 120 05 | †54 00 | | 3 75 |
| Pilette Corners | Essex, N. R. | 65 73 | 18 75 | | |
| Pilot Butte | Assa, West, Sask. | 145 84 | 52 50 | | 3 75 |
| <i>a</i> Pincher Station | Alberta | 137 00 | 16 66 | | |
| Pincourt | Terrebonne | 17 00 | 18 75 | | |
| Pine | Algoma, E. R. | 109 25 | 46 50 | | 3 75 |
| Pine Dale | Ontario, N. R. | 28 75 | 18 75 | | |
| Pine Grove | York, C. R. | 90 00 | 30 00 | | |
| Pine Hill | Argenteuil | 9 00 | 18 75 | 2 25 | |

†† Including \$9 night allowance. * Including \$11.25 night allowance. ** Including \$4.50 night allowance. † Including \$12 night allowance. *a* Opened 1-8-06. Late Pincher. *b* Opened 1-3-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|--|-------------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Pinehurst..... | Kent, W.R..... | O 8 00 | 18 75 | | |
| Pinelands..... | Muskoka..... | O 70 00 | 25 00 | | |
| Pine Orchard..... | York, N.R..... | O 19 00 | 21 00 | | |
| Pine Ridge..... | Kent..... | N.B 41 25 | 22 50 | 3 75 | |
| Pine Ridge..... | Selkirk..... | M 14 25 | 18 75 | | |
| Pine River..... | Bruce, S.R..... | O 73 11 | 34 50 | | 3 75 |
| Pine River Station..... | Dauphin..... | M 69 16 | *55 00 | | 3 75 |
| Pinette..... | Queen's..... | P.E.I 30 75 | 18 75 | | |
| Pine Tree..... | Pictou..... | N.S 19 00 | 18 75 | | |
| Pinevale..... | Antigonishe..... | N.S 6 00 | 18 75 | | |
| Pine Valley..... | Renfrew, N.R..... | O 40 15 | 18 75 | | |
| Pine Valley..... | Provencher..... | M 84 53 | 33 00 | | 3 75 |
| Pine Wood..... | Thunder Bay & Rainy- River..... | O 185 42 | c121 26 | | 11 25 |
| Pinkney's Point..... | Yarmouth..... | N.S 21 25 | 15 75 | | |
| Pinnacle..... | Richmond & Wolfe..... | Q 37 55 | 18 75 | | |
| Pintendre..... | Levis..... | Q 47 00 | 24 00 | | |
| Pinto..... | Assa, East..... | Sask 44 25 | 18 75 | | |
| Pioneer..... | Carleton..... | N.B 17 50 | 18 75 | | |
| Piopolis..... | Compton..... | Q 81 66 | ++39 00 | 5 25 | |
| Piper Glen..... | Inverness..... | N.S 17 95 | 18 75 | | |
| Piper's Cove..... | North Cape Breton and Victoria..... | N.S 5 00 | 18 75 | | |
| Piperville..... | Russell..... | O 36 00 | 18 75 | | |
| Pisiquid..... | Queen's..... | P.E.I 14 91 | 18 75 | | |
| Pitche's Farm..... | Antigonishe..... | N.S 11 50 | 18 75 | | |
| Pitt's Ferry..... | Frontenac..... | O 28 15 | 18 75 | | |
| Pittston..... | Grenville..... | O 164 28 | 66 00 | | 3 75 |
| Piusville Station..... | Prince..... | P.E.I 41 68 | 18 75 | 2 25 | |
| Plainfield..... | Hastings, E.R..... | O 73 70 | 39 00 | | 3 75 |
| Plainfield..... | Pictou..... | N.S 25 00 | 18 75 | | |
| Plain View..... | Qu'Appelle..... | Sask 36 42 | 18 75 | | |
| Plainville..... | Northumberland, W.R | O 65 50 | 33 75 | | 3 75 |
| Plaisance..... | Labelle..... | Q 132 74 | 56 25 | | 3 75 |
| Plaisier Mines..... | North Cape Breton and Victoria..... | N.S 12 00 | 18 75 | | |
| Plamondon's Mills..... | Richmond & Wolfe..... | Q 51 78 | 19 50 | | |
| Plantagenet Springs..... | Prescott..... | O 117 25 | 60 00 | | 3 75 |
| Plateau..... | Inverness..... | N.S 38 00 | 18 75 | | |
| Plateau..... | Mackenzie..... | Sask 26 10 | 22 50 | 75 | |
| Playfair..... | Lanark, S.R..... | O 28 63 | 18 75 | | |
| Pleasant Bay..... | Inverness..... | N.S 52 80 | 26 25 | 2 25 | |
| Pleasant Grove..... | Queen's..... | P.E.I 9 35 | 18 75 | | |
| Pleasant Harbour..... | Halifax..... | N.S 80 35 | 43 50 | | 3 75 |
| Pleasant Hills..... | Colchester..... | N.S 9 25 | 18 75 | | |
| Pleasant Home..... | Selkirk..... | M 62 90 | 38 00 | | 2 50 |
| Pleasant Lake..... | Yarmouth..... | N.S 53 95 | 26 25 | | |
| Pleasant Mount..... | King's & Albert..... | N.B 7 00 | 18 75 | | |
| Pleasant Point..... | Halifax..... | N.S 43 75 | 18 75 | | |
| Pleasant Point..... | St. John..... | N.B 37 65 | 18 75 | | |
| Pleasant Point..... | Victoria & Haliburton | O 20 23 | 18 75 | | |
| Pleasant Ridge..... | Charlotte..... | N.B 11 55 | 18 75 | | |
| Pleasant River..... | Shelburne & Queen's | N.S 123 12 | 49 50 | 2 25 | 3 75 |
| Pleasant Vale..... | King's & Albert..... | N.B 38 75 | 18 75 | | |
| Pleasant Valley..... | Pictou..... | N.S 20 75 | 18 75 | | |
| Pleasant Valley..... | Yarmouth..... | N.S 25 49 | 18 75 | | |
| Pleasant Valley..... | Dundas..... | O 25 73 | 18 75 | | |

* Including \$16 night allowance \$1 of which is arrears. ++ Including \$7.50 night allowance. c Including \$20.76 night allowance, \$2.76 of which is arrears.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------|--------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Pleasant Valley | Humboldt | 20 50 | 22 50 | | |
| Pleasant Valley Corner | Yarmouth | 19 93 | 18 75 | | |
| Pleasant | Prince | 15 00 | 18 75 | | |
| Pleasantville | Lunenburg | 166 32 | 75 00 | | 7 50 |
| Plourd | Victoria | 19 00 | 18 75 | | |
| Plum Hollow | Leeds | 117 40 | 58 50 | | 3 75 |
| Plumweseep | King & Albert | 17 00 | 18 75 | | |
| Plymouth | Yarmouth | 61 65 | 25 50 | | |
| Plymouth | Carleton | 12 00 | 18 75 | | |
| Plymouth Road | Pictou | 18 95 | 18 75 | | |
| Plympton | Selkirk | 35 44 | 24 00 | 2 25 | |
| Plymton Station | Digby | 26 00 | 18 75 | | |
| Pockshaw | Gloucester | 18 69 | 18 75 | | |
| Pockwock | Halifax | 17 45 | 18 75 | | |
| Pohenagamooke | Kamouraska | 48 00 | 18 75 | | |
| Pointe Aconi | North Cape Breton and Victoria | 7 25 | 18 75 | | |
| Point Alexander | Renfrew, N.R. | 161 62 | 48 00 | | 3 75 |
| a Point Anne | Hastings, N.R. | 42 90 | 12 50 | | |
| b Pleasington | Strathcona | 16 08 | 8 33 | | |
| Pointe au Car | Northumberland | 9 00 | 18 75 | | |
| c Pointe Cavagnal | Vaudreuil | 17 00 | 10 41 | | |
| Point Clear | North Cape Breton and Victoria | 3 25 | 18 75 | | |
| Point Comfort | Labelle | 27 63 | 18 75 | | |
| Point Cross | Inverness | 30 00 | *26 75 | | |
| Pointe de Roche | Queen's | 6 15 | 18 75 | | |
| Point du Jour | St. Hyacinthe | 10 00 | 18 75 | | |
| Point Edward | South Cape Breton | 44 75 | 18 75 | | |
| d Point Elma | Assa, West | 7 98 | 13 81 | | |
| Pointe Escuminac | Northumberland | 19 75 | 18 75 | | |
| Point Kaye | Muskoka | 43 62 | 27 00 | | |
| Pointe la Ninu | Restigouche | 10 00 | 18 75 | | |
| Pointe Michaud | Richmond | 15 00 | 18 75 | | |
| Pointe de Cape | Antigonishe | 4 30 | 18 75 | | |
| Point Petre | Prince Edward | 12 36 | 18 75 | | |
| Point Platon | Lotbinière | 31 00 | +42 00 | | |
| Point Poplar | King's | 16 96 | 18 75 | | |
| Point Prim | Queen's | 16 20 | 18 75 | | |
| Point Sapin | Kent | 19 23 | 18 75 | | |
| Point Traverse | Prince Edward | 19 75 | 18 75 | | |
| Point Wolfe | King's & Albert | 79 80 | 34 50 | | 3 75 |
| Pointe à Calumet | Two Mountains | 23 45 | 18 75 | | |
| Pointe à la Fregate | Gaspé | 12 50 | 18 75 | | |
| Pointe à la Garde | Bonaventure | 43 50 | 18 75 | | |
| Pointe au Baril | Parry Sound | 19 00 | 25 00 | | |
| Pointe au Boisvert | Chicoutimi & Saguenay | 16 70 | 18 75 | | |
| Pointe au Bouleau | Chicoutimi & Saguenay | 21 68 | 18 75 | 3 75 | |
| Pointe au Chêne | Argenteuil | 153 76 | 69 00 | 13 50 | 7 50 |
| Pointe au Goémon | Gaspé | 19 50 | +23 25 | | |
| Pointe aux Anglais | Chicoutimi & Saguenay | 21 95 | +31 25 | | |
| Pointe aux Orignaux | Kamouraska | 34 14 | 22 25 | | |
| Pointe aux Outardes | Chicoutimi & Saguenay | 20 49 | 18 75 | | |
| Pointe aux Trembles West | Portneuf | 16 05 | 18 75 | | |
| Pointe Basse | Gaspé | 30 23 | 18 75 | 2 25 | |
| Pointe Bleue | Chicoutimi & Saguenay | 32 95 | 18 75 | | |

a Opened 1-10-06. b Opened 1-12-06. c Late Cavagnal: opened 1-11-06. d Closed 19 1-07.
 * Including \$4.50 night allowance. † Including \$12 night allowance. †† Including \$4.50 night allowance.
 ‡ Including \$12.50 night allowance, \$5 of which is arrears.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------|-------------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (Based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Pointe des Monts | Chicoutimi & Saguenay | 22 50 | 43 75 | | |
| Pointe des Roches | Charlevoix | 5 00 | 18 75 | | |
| Pointe du Chêne | Westmorland N.E. | 136 25 | 63 50 | | 6 25 |
| Pointe du Lac | Three Riv. & St. Maurice | 146 93 | 66 00 | | 7 50 |
| Pointe Ste Anne des Monts | Gaspé | 41 45 | * 27 75 | | |
| Poirier | Kent N.E. | 6 00 | 18 75 | | |
| Poirierville | Richmond N.S. | 39 94 | 18 75 | | |
| Poitras | Victoria N.B. | 6 20 | 18 75 | | |
| Poland | Lanark N.R. | 40 15 | 18 75 | | |
| Pollet's Cove | Inverness N.S. | 6 50 | 18 75 | | |
| Pollett River | Westmorland N.B. | 97 00 | 40 50 | 9 00 | 3 75 |
| Polleyhurst | Sunbury & Queen's N.B. | 25 73 | 18 75 | | |
| Polmont | Northumberland E.R. O. | 22 75 | 18 75 | | |
| Polson's Brook | Antigonishe N.S. | 18 75 | 18 75 | | |
| Poltimore | Labelle | 96 55 | 45 00 | | 3 75 |
| Pomeroy | Macdonald M. | 4 00 | 18 75 | | |
| Pomeroy Ridge | Charlotte N.B. | 16 20 | 18 75 | | |
| Pomona | Grey S.R. | 19 25 | 18 75 | | |
| Pomquet | Antigonishe N.S. | 49 92 | 22 50 | 2 25 | |
| Pomquet Station | Antigonishe N.S. | 43 71 | 18 75 | | |
| Pond Mills | Middlesex E.R. | 40 80 | 18 75 | | |
| Ponds | Pictou N.S. | 17 75 | 18 75 | | |
| Pondville | Richmond N.S. | 21 25 | 18 75 | | |
| Ponsonby | Wellington S.R. | 30 00 | 22 50 | | |
| Pont Briand | Mégantic | 61 53 | 36 00 | | 3 75 |
| Pont Chateau | Soulanges | 69 69 | 31 50 | 3 75 | |
| Pont de la Noreau | Portneuf | 31 74 | 18 75 | | |
| Pont Viau | Laval | 41 00 | 18 75 | | |
| Poodiac | King's & Albert N.P. | 10 00 | 18 75 | | |
| Poole | Perth N.R. | 128 32 | 48 00 | | 3 75 |
| Poole's Resort | Brockville | 70 00 | 48 00 | | 3 75 |
| Pope's Harbour | Halifax N.S. | 49 60 | 21 00 | 2 25 | |
| Poplar | Algoma E.R. | 38 40 | 18 75 | | |
| Poplar Creek | Koot-nay B.C. | 98 00 | 84 50 | 3 75 | 8 75 |
| Poplar Dale | Algoma W. R. | 11 25 | 18 75 | | |
| Poplar Grove | Prince P.E.I. | 20 48 | 18 75 | | |
| Poplar Grove | Assa East Sask. | 29 38 | 18 75 | | |
| Poplar Hill | Middlesex N.R. | 180 47 | 71 25 | | 7 50 |
| Poplar Park | Selkirk M. | 18 00 | 18 75 | | |
| Poquiock | York N.B. | 90 00 | 33 50 | 2 25 | 2 50 |
| Portage | Muskoka | 41 25 | 22 50 | | |
| Portage | Prince P.E.I. | 51 17 | 24 00 | | |
| Portage de la Nation | Labelle | 100 20 | 33 00 | | |
| Portage East Bay | South Cape Breton N.S. | 7 00 | 18 75 | | |
| Portage River | Northumberland N.B. | 21 00 | 18 75 | | |
| Portal | Bruce S.R. | 20 25 | 18 75 | | |
| Port Albert | Huron W.R. | 80 61 | 39 00 | | 2 50 |
| Port Alma | Kent W.R. | 40 63 | 22 50 | | |
| Port Anson | Parry Sound | 33 85 | 18 75 | | |
| Portapique | Colchester N.S. | 87 96 | 40 50 | 2 25 | 3 75 |
| Portapique Mountain | Colchester N.S. | 27 11 | 18 75 | | |
| Port au Persil | Charlevoix | 76 68 | + 42 00 | | 3 75 |
| Port Ban | Inverness N.S. | 6 00 | 18 75 | | |
| Port Bickerton | Guysborough N.S. | 74 66 | 33 00 | 3 75 | 3 75 |
| Port Bevis | North Cape Breton and Victoria N.S. | 16 00 | + 23 75 | | |
| Port Bruce | Elgin E.R. | 27 90 | 18 75 | | |

* Including \$25. Special salary allowance for winter.

+ Including \$7.50 night allowance.

‡ Including \$5 night allowance.

** Including \$9 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|----------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Port Caledonia..... | South Cape Breton...N.S. | 30 70 | 39 00 | | 3 75 |
| Port Clyde..... | Shelburne & Queen's...N.S. | 117 25 | 54 00 | | 3 75 |
| Port Cockburn..... | Parry Sound.....O | 121 00 | 46 50 | | 3 75 |
| Port Daniel, Centre..... | Bonaventure.....Q | 199 36 | + 84 00 | | 7 50 |
| Port Daniel, West..... | Bonaventure.....Q | 120 12 | * 55 00 | | 3 75 |
| Port Dufferin..... | Halifax.....N.S. | 138 70 | 49 50 | | 3 75 |
| Portelance..... | Portneuf.....Q | 26 92 | 18 75 | | |
| Port Elmsley..... | Lanark, S.R.....O | 86 36 | 39 00 | | 3 75 |
| Porter's..... | St. John.....N.B. | 7 00 | 18 75 | | |
| Porter's Hill..... | Huron, W.R.....O | 82 16 | 33 00 | | |
| Porter's Lake..... | Halifax.....N.S. | 24 67 | 18 75 | | |
| Port Felix..... | Guysborough.....N.S. | 54 25 | 27 00 | | |
| Port Felix, East..... | Guysborough.....N.S. | 31 75 | 18 75 | | |
| Port Franks..... | Lambton, E.R.....O | 39 66 | 18 75 | | |
| Port George..... | Annapolis.....N.S. | 160 01 | 67 50 | | 3 75 |
| Port Granby..... | Durham.....O | 58 89 | 22 50 | | |
| Port Guichon..... | New Westminster...B.C. | 75 00 | 45 00 | | 3 75 |
| Port Hardy..... | Comox Atlin.....B.C. | 9 25 | 18 75 | | |
| Port Hill..... | Prince.....P.E.I. | 94 85 | ** 53 25 | | 3 75 |
| Port Hillford..... | Guysborough.....N.S. | 136 89 | 52 50 | | 3 75 |
| Port Hood-Island..... | Inverness.....N.S. | 35 75 | 18 75 | | |
| Port Joli..... | Shelburne & Queen's...N.S. | 92 57 | 42 75 | 6 00 | 3 75 |
| Port Keewaydin..... | Muskoka.....O | 95 00 | 42 00 | | |
| Port Kells..... | New Westminster...B.C. | 35 00 | 21 00 | | |
| Port Kusam..... | Comox-Atlin.....B.C. | 76 75 | 26 25 | | |
| Port Law..... | Grey, E.R.....O | 42 26 | 30 00 | | |
| Port Lewis..... | Huntingdon.....Q | 45 80 | 21 00 | | |
| Port Lock..... | Algonia, W.R.....O | 64 16 | 30 00 | | |
| Port Maitland..... | Haldimand.....O | 91 00 | 27 50 | | |
| Port Malcolm..... | Richmond.....N.S. | 53 65 | 18 75 | | |
| Port Milford..... | Prince Edward.....O | 57 00 | 18 75 | | |
| Port Mouton..... | Shelburne & Queen's...N.S. | 188 76 | 118 50 | 2 25 | 11 25 |
| Port Nelson..... | Halton.....O | 217 00 | 87 00 | | 7 50 |
| Port Neville..... | Comox Atlin.....B.C. | 27 95 | 18 75 | | |
| Porton..... | Carleton.....N.-B. | 5 39 | 18 75 | | |
| Port Philip..... | Cumberland.....N.S. | 111 60 | 51 00 | | 3 75 |
| Port Renfrew..... | Nanaimo.....B.C. | 84 41 | 28 50 | | |
| Port Richmond..... | Richmond.....N.S. | 15 50 | 18 75 | | |
| Port Royal..... | Norfolk.....O | 41 76 | 19 50 | | |
| Port Royal..... | Richmond.....N.S. | 26 25 | 18 75 | | |
| Port Saxon..... | Shelburne & Queen's...N.S. | 46 38 | 28 50 | | |
| Port Severn..... | Muskoka.....O | 79 06 | 36 00 | | 2 75 |
| Port Shoreham..... | Guysborough.....N.S. | 31 51 | 18 75 | 2 25 | |
| Port Talbot..... | Elgin, W.R.....O | 22 00 | 18 75 | | |
| Portuguese Cove..... | Halifax.....N.S. | 19 00 | 18 75 | | |
| Port Union..... | Ontario, S.R.....O | 30 73 | 18 75 | | |
| Port Wade..... | Annapolis.....N.S. | 77 06 | ++ 46 75 | | 3 75 |
| Port Whitby..... | Ontario, S.R.....O | 182 00 | 79 50 | | 7 50 |
| Portageville..... | York, N.R.....O | 20 65 | 18 75 | | |
| Potvin..... | Lotbiniere.....Q | 24 14 | 18 75 | | |
| Poucher's Mills..... | Hastings, E.R.....O | 109 10 | 42 00 | 7 50 | 3 75 |
| Poulanmond..... | Richmond.....N.S. | 85 23 | 37 50 | | 3 75 |
| Poulin..... | Strattonona.....Alta. | | 68 08 | | |
| Poupore..... | Labelle.....Q | 25 25 | 18 75 | | |
| Power Glen..... | Lincoln.....O | 55 25 | 19 50 | | |
| Powell..... | Carleton.....O | 8 00 | 18 75 | | |
| Power-court..... | Huntingdon.....Q | 38 75 | 18 75 | | |

* Including \$13.50 night allowance. ** Including \$12 night allowance summer 1906. + In-
cluding \$9 night allowance. ++ Including \$22 salary arrears. t Closed 1-12-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. | | |
|-----------------------------|----------------------------|----------|------|---|----------------------------|-------------------------|------|----|
| | | § | cts. | § | | | cts. | |
| Power's Creek..... | Victoria..... | N.B. | 15 | 00 | 18 | 75 | 2 | 25 |
| Powle's Corners..... | Victoria & Haliburton..... | O | 92 | 10 | 31 | 59 | | |
| Pownall..... | Queen's..... | P.E.I. | 91 | 00 | 42 | 50 | 6 | 00 |
| Pozerville..... | Edmonton..... | Alta | 38 | 60 | 18 | 75 | 4 | 10 |
| Prague..... | Strathcona..... | Alta | 19 | 67 | 14 | 58 | | |
| Prairie Grove..... | Selkirk..... | M | 17 | 04 | 18 | 75 | | |
| Prairie Rose..... | Humboldt..... | Sask | 121 | 29 | 18 | 75 | | |
| Pratt Corners..... | Lanark, S.R..... | O | 1 | 50 | 18 | 75 | | |
| Précieux Sang..... | Nicolet..... | Q | 52 | 10 | 18 | 75 | | |
| Precious Corners..... | Northumberland, W.R..... | O | 35 | 88 | 24 | 00 | | |
| Pré d'en haut..... | Westmoreland..... | N.B. | 18 | 00 | 18 | 75 | | |
| Preneveau..... | Peterborough, E.R..... | O | 31 | 11 | 18 | 75 | 8 | 25 |
| Presqu'Isle..... | Grey, N.R..... | O | 29 | 40 | 18 | 75 | 3 | 75 |
| Preston..... | Halifax..... | N.S. | 7 | 00 | 18 | 75 | | |
| Preston Road..... | Halifax..... | N.S. | 28 | 00 | 18 | 75 | | |
| Preston Vale..... | Lanark, S.R..... | O | 27 | 00 | 18 | 75 | | |
| Pretoria..... | Dauphin..... | M | 114 | 32 | 71 | 25 | | 7 |
| Pretty Hill..... | Strathcona..... | Alta | 7 | 00 | 18 | 75 | | |
| Pretty River Valley..... | Grey, E.R..... | O | 18 | 19 | 18 | 75 | | |
| Prével..... | Gaspé..... | Q | 54 | 68 | +26 | 25 | | |
| Priceburgh..... | Victoria..... | N.B. | | | 18 | 75 | | |
| Price's Corner..... | Simcoe, E.R..... | O | 35 | 25 | 18 | 75 | | |
| Priddis..... | Calgary..... | Alta | 79 | 45 | 33 | 00 | | |
| Primeauville..... | Châteauguay..... | Q | 92 | 25 | 71 | 00 | 2 | 25 |
| Primrose..... | Dufferin..... | O | 86 | 64 | 37 | 00 | 9 | 00 |
| Primrose..... | King's..... | P.E.I. | 12 | 50 | 18 | 75 | | |
| Prince Albert..... | Ontario, S.R..... | O | 165 | 00 | 72 | 50 | | 6 |
| Prince Albert..... | Annapolis..... | N.S. | 16 | 50 | 18 | 75 | | |
| Prince Dale..... | Annapolis..... | N.S. | 20 | 00 | 18 | 75 | | |
| Prince of Wales..... | St. John..... | N.B. | 22 | 23 | 18 | 75 | | |
| Princeport..... | Colchester..... | N.S. | 25 | 25 | 18 | 75 | | |
| Princess..... | Souris..... | M | 7 | 00 | 18 | 75 | | |
| Prince's Lodge..... | Halifax..... | N.S. | 31 | 20 | 28 | 50 | | |
| Prince-town..... | Prince..... | P.E.I. | 170 | 53 | 90 | 00 | | 7 |
| Princeville..... | Inverness..... | N.S. | 12 | 50 | 18 | 75 | | |
| Prince William..... | York..... | N.B. | 108 | 46 | 39 | 00 | | 3 |
| Prince William Station..... | York..... | N.B. | 60 | 50 | 29 | 50 | 15 | 00 |
| Prinyer..... | Prince Edward..... | O | 55 | 89 | 22 | 50 | | |
| Proctor..... | Kootenay..... | B.C. | 127 | 75 | 34 | 50 | | 3 |
| Prongua..... | Sask..... | Sask | 12 | 42 | 18 | 75 | | |
| Prospect..... | Lanark, S.R..... | O | 108 | 33 | 49 | 50 | | 3 |
| Prospect Hill..... | Perth, S.R..... | O | 39 | 46 | 22 | 50 | | |
| Progress..... | Humboldt..... | Sask | 34 | 08 | 8 | 33 | | |
| Prosperity..... | Huron, W.R..... | O | 9 | 00 | 18 | 75 | | |
| Prosperity..... | Assa, East..... | Sask | 23 | 31 | 18 | 75 | | |
| Prosser Brook..... | King's & Albert..... | N.B. | 31 | 96 | 18 | 75 | | |
| Protectionville..... | Northumberland..... | N.B. | 18 | 00 | 18 | 75 | | |
| Proulx..... | Prescott..... | O | 39 | 80 | 18 | 75 | | |
| Providence..... | Beauce..... | Q | 36 | 65 | 21 | 25 | | |
| Province Hill..... | Brome..... | Q | 16 | 75 | 18 | 75 | | |
| Public Landing..... | King's & Albert..... | N.B. | 13 | 30 | 18 | 75 | | |
| Pubnico Beach..... | Shelburne & Queen's..... | N.S. | 17 | 00 | +26 | 25 | | |
| Puce..... | Essex, N.R..... | O | 76 | 83 | 34 | 50 | | 3 |
| Puckahn..... | Humboldt..... | Sask | 44 | 65 | 25 | 50 | | |
| Puellering..... | Kent..... | N.S. | 8 | 25 | 18 | 75 | | |
| Pugwash Junction..... | Cumberland..... | N.S. | 136 | 87 | 55 | 50 | 27 | 00 |
| Pugwash River..... | Cumberland..... | N.S. | 14 | 00 | 18 | 75 | | |

a Opened 1-9-06. c Opened 1-12-06. + Including \$7.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------|----------------------------|------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Purbrook..... | Muskoka..... | O 10 21 | 18 75 | | |
| Purdy..... | Hastings, W.R..... | O 20 66 | 18 75 | 2 25 | |
| Purlbrook..... | Antigonish..... | N.S 21 00 | 18 75 | | |
| Purple Grove..... | Bruce, S.R..... | O 7 25 | 18 75 | | |
| Purple Hill..... | Durham..... | O 11 25 | 18 75 | | |
| Purple Ridge..... | Dauphin..... | M 11 00 | 18 75 | | |
| Purple Valley..... | Bruce, N.R..... | O 52 80 | 24 00 | | |
| Purpleville..... | York, C.R..... | O 30 00 | 18 75 | | |
| Purvis..... | Lisgar..... | M 131 25 | 48 00 | | 3 75 |
| Putnam..... | Middlesex, E.R..... | O 117 76 | 43 50 | 25 50 | 3 75 |
| QUACO ROAD | | | | | |
| Quai de Rimouski..... | St John..... | N.B 5 00 | 18 75 | | |
| Quarrel..... | Rimouski..... | Q 105 11 | 48 00 | | 3 75 |
| Quathiaski Cove..... | Strathcona..... | Alta 30 10 | 30 00 | | |
| Quadrville..... | Comox Atlin..... | B.C 45 25 | 21 25 | | |
| Quatre Chemins..... | Renfrew..... | Ont 21 50 | 18 75 | | |
| Quatsino..... | Dorchester..... | Q 33 50 | 18 75 | | |
| Quays..... | Comox Atlin..... | B.C 58 95 | 30 00 | | |
| Queen Hill..... | Durham..... | O 12 00 | 18 75 | | |
| Queen's Line..... | Bruce, N.R..... | O 37 80 | 18 75 | | |
| Queensport..... | Renfrew, N.R..... | O 30 25 | 18 75 | | |
| Queenstown..... | Guysborough..... | N.S 126 20 | 67 50 | | 3 75 |
| Queen's Valley..... | Simbury & Queen's..... | N.B 72 85 | 24 00 | | |
| Queensville..... | Selkirk..... | M 51 84 | 18 75 | | |
| Queensville..... | Inverness..... | N.S 12 50 | 18 75 | | |
| Queensville..... | King's & Albert..... | N.B 6 25 | 18 75 | | |
| Querry..... | Bonaventure..... | Q 21 00 | 18 75 | | |
| Quesset Forks..... | Yale & Cariboo..... | B.C 116 89 | 60 00 | | 3 75 |
| Quilehena..... | Yale & Cariboo..... | B.C 107 00 | 46 50 | 4 50 | 3 75 |
| Quill Plain..... | Mackenzie..... | Sask 17 25 | 18 75 | | |
| Quilty..... | Renfrew, S.R..... | O 25 50 | 18 75 | | |
| Quincy..... | Sask..... | Sask 32 48 | 18 75 | | |
| Quinan..... | Yarmouth..... | N.S 41 00 | 18 75 | | |
| Quinn..... | Kent, W.R..... | O 42 17 | 22 50 | | |
| Quinnville..... | Wright..... | Q 21 30 | 18 75 | | |
| Quispamis..... | King's & Albert..... | N.B 28 50 | 18 75 | | |
| RABBIT POINT | | | | | |
| Racine..... | Dauphin..... | M 15 89 | 18 75 | | |
| Radford..... | Shefford..... | Q 161 22 | 56 25 | 6 75 | 3 75 |
| Radford..... | Pontiac..... | Q 44 41 | 18 75 | | |
| Radford..... | Yukon..... | d 70 19 | d | | |
| Radnor Forges..... | ChAMPLAIN..... | Q 132 85 | 65 00 | | 3 75 |
| Radstock..... | Joliette..... | Q 33 00 | 21 00 | | |
| Radway..... | Dauphin..... | M 25 70 | 18 75 | 1 50 | |
| Ragged Rapids..... | Victoria & Haliburton..... | O 49 40 | 18 75 | | |
| Raglan..... | Ontario, S.R..... | O 133 65 | 57 00 | | 3 75 |
| Rainham..... | Haldimand..... | O 67 27 | 39 00 | | 2 50 |
| Rainham Centre..... | Haldimand..... | O 111 48 | 46 50 | | 3 75 |
| Ralph..... | Pontiac..... | Q 59 57 | 27 95 | | 2 50 |
| Rama Road..... | Ontario, N.R..... | O 43 10 | 21 00 | | |
| Ramona..... | Ontario, N.R..... | O 42 00 | 18 75 | | |
| Ramsayville..... | Russell..... | O 72 80 | 27 00 | | |
| Ranchvale..... | Marquette..... | M 51 75 | 40 50 | | 3 75 |

‡ Including 89 night allowance. d Salaries, etc., entered in Auditor General's Report. a Late Mendona. b Closed 1-10-06. c Late-Strathway. c Closed 16-1-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------------|--|-------------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Randall..... | Simcoe, S.R..... | O. 18 00 | 18 75 | | | |
| Randboro..... | Compton..... | Q. 59 84 | 25 50 | | | |
| Randolph..... | St. John..... | N.B. 78 00 | 28 50 | | | |
| Randolph..... | Simcoe, E.R..... | O. 41 99 | 18 75 | | | |
| Randwick..... | Dufferin..... | O. 31 43 | 18 75 | | | |
| Ranelagh..... | Brant..... | O. 63 00 | 33 00 | | | 3 75 |
| Rang des Dusseau..... | St. John's & Iberville..... | Q. 9 95 | 18 75 | | | |
| Rang Mathias..... | Chicoutimi & Saguenay..... | Q. 20 29 | 18 75 | | | |
| Rang Portage..... | Maskinonge..... | Q. 14 00 | 18 75 | | | |
| Rang St. Achille..... | Portneuf..... | Q. 21 82 | 18 75 | | | |
| Rankin..... | Renfrew, N.R..... | O. 30 00 | 22 50 | | | |
| Rannoch..... | Perth, S.R..... | O. 57 45 | 18 75 | | | |
| Rapide de Femme..... | Victoria..... | N.B. 6 00 | 18 75 | | | |
| Rapid River..... | Thunder Bay & R. Riv..... | O. 12 50 | 18 75 | | | |
| Rathburn..... | Ontario, N.R..... | O. 94 70 | 26 25 | | | |
| Ratter's Corner..... | King's & Albert..... | N.B. 5 15 | 18 75 | | | |
| Raven..... | Strathcona..... | Alta. 59 33 | 18 75 | | | |
| Ravenna..... | Grey, E.R..... | O. 162 69 | 67 50 | | | 7 50 |
| Ravenscliffe..... | Muskoka..... | O. 25 14 | 18 75 | | | |
| Ravenshoe..... | York, N.R..... | O. 107 55 | 51 00 | 2 25 | | 3 75 |
| Ravenswood..... | Lambton, E.R..... | O. 72 44 | 39 00 | | | 2 50 |
| Ravensworth..... | Parry-Sound..... | O. 143 65 | 63 00 | | | 3 75 |
| Ravignan..... | Dorchester..... | Q. 9 00 | 18 75 | | | |
| Rawcliffe..... | Argenteuil..... | Q. 33 83 | 18 75 | | | |
| Rawdon..... | Hauts..... | N.S. 99 96 | 45 00 | | | 3 75 |
| Rawdonville..... | Calgary..... | Alta. 48 50 | 18 75 | | | |
| Rawdon Gold Mines..... | Hauts..... | N.S. 63 86 | 27 00 | | | |
| Ray..... | Edmonton..... | Alta. 29 62 | 18 75 | | | |
| Rayeroft..... | Lanark, N.R..... | O. 4 25 | 18 75 | | | |
| Raymond..... | Muskoka..... | O. 46 46 | 22 25 | | | |
| Rayside..... | Oxford, N.R..... | O. 40 68 | 29 50 | | | |
| Reaboro..... | Victoria & Haliburton..... | O. 106 65 | 58 09 | 5 25 | | 3 75 |
| Read..... | Westmoreland..... | N.B. 31 35 | 18 75 | | | |
| Read..... | Hastings, E.R..... | O. 162 23 | 60 00 | | | 3 75 |
| Reading..... | Dufferin..... | O. 75 35 | 18 75 | | | |
| Read Island..... | Comox-Atlin..... | B.C. 75 35 | 22 50 | | | |
| Rear Boisdale..... | North Cape Breton & Vic- toria..... | N.S. 8 50 | 18 75 | | | |
| Rear Judique Chapel..... | Inverness..... | N.S. 50 | 18 75 | | | |
| Rear of Baddeck Bay..... | North Cape Breton & Vic- toria..... | N.S. 20 30 | 18 75 | | | |
| Rear of Ball's Creek..... | South Cape Breton..... | N.S. 8 25 | 18 75 | | | |
| Rear of Beaver Cove..... | North Cape Breton & Vic- toria..... | N.S. 2 00 | 18 75 | | | |
| Rear of Black River..... | Richmond..... | N.S. 8 00 | 18 75 | | | |
| Rear of East Bay..... | South Cape Breton..... | N.S. 7 00 | 18 75 | | | |
| Rear of Little Judique..... | Inverness..... | N.S. 9 50 | 18 75 | | | |
| Reay..... | Muskoka..... | O. 35 87 | 18 75 | | | |
| Rebecca..... | Middlesex, E.R..... | O. 25 64 | 18 75 | | | |
| Red Bank..... | Northumberland..... | N.B. 150 75 | 46 50 | 3 75 | | 3 75 |
| Red Bay..... | Bruce, N.R..... | O. 20 10 | 18 75 | | | |
| Red Deer Hill..... | Sask..... | Sask. 19 00 | 18 75 | | | |
| Red Head..... | St. John..... | N.B. 13 30 | 18 75 | | | |
| Red House..... | King's..... | P.E.I. 6 50 | 18 75 | | | |
| Redgrave..... | Huron, E.R..... | O. 40 33 | 21 25 | | | |
| Redickville..... | Dufferin..... | O. 70 90 | 24 00 | | | |
| Red Jacket..... | Assa, East..... | Sask. 90 25 | 39 00 | | | 3 75 |
| Red Islands..... | Richmond..... | N.S. 10 60 | 18 75 | | | |
| Red Lodge..... | Calgary..... | Alta. 40 00 | 18 75 | | | |

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------------|--------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Redmondville | Northumberland.....N.B | 7 15 | 18 75 | | |
| Red Mountain | Compton.....Q | 24 50 | 18 75 | | |
| Redpath | Assa. East.....Sask | 17 37 | 18 75 | | |
| Red Pine | Gloucester.....N.B | 28 75 | 18 75 | | |
| Red Point | King's.....P.E.I | 81 02 | 31 50 | | |
| Red Rapids | Victoria.....N.B | 42 25 | 18 75 | 4 50 | |
| Red Rapids Bridge | Victoria.....N.B | 106 90 | 48 75 | 4 50 | 3 75 |
| Red Rock | Victoria & Haliburton..O | 14 40 | 18 75 | | |
| Red Wing | Grey. E.R.....O | 123 25 | 56 25 | | 3 75 |
| Red Wood | Muskoka.....O | 115 00 | 34 50 | | 3 75 |
| Reedsdale | Megantic.....Q | 20 75 | 18 75 | | |
| Reed's Crossing | Stansstead.....Que | 41 00 | 4 16 | | |
| Reed's Point | King's & Albert.....N.B | 18 95 | 18 75 | | |
| Reedsville | Compton.....Q | 45 50 | 21 25 | | |
| Rees | Sunbury & Queen's..N.B | 18 73 | 18 75 | | |
| Reeve Craig | Carleton.....O | 45 00 | 18 75 | | |
| Reid Hill | Alta.....Alta | 48 44 | 19 84 | | |
| Reid's Mills | Dundas.....O | 93 00 | 34 00 | 2 25 | 2 50 |
| Reidway | Pictou.....N.S | 7 25 | 18 75 | | |
| Reihn | Mackenzie.....Sask | 16 25 | 18 75 | | |
| Reinland | Lisgar.....M | 71 31 | 27 00 | | |
| Reiswig | Yale & Cariboo.....B.C | 21 95 | 18 75 | | |
| Relessey | Dufferin.....O | 28 50 | 18 75 | | |
| Renaud's Mills | Kent.....N.B | 12 75 | 18 75 | | |
| Renforth | Wentworth.....O | 23 67 | 18 75 | | |
| Renfrew | Hants.....N.S | 43 92 | 21 25 | | |
| Rennie | Selkirk.....M | 362 56 | 255 00 | | 18 75 |
| Renton | Norfolk.....O | 97 00 | 37 50 | | |
| Repentigny | L'Assomption.....Q | 46 25 | 18 75 | | |
| Restigouche | Bonaventure.....Q | 132 50 | 43 50 | | 3 75 |
| Restoule | Parry Sound.....O | 119 59 | 63 00 | | 3 75 |
| Retreat Cove | Nanaimo.....B.C | 33 83 | 18 75 | | |
| Reynards Bridge | Yarmouth.....N.S | 19 60 | 18 75 | | |
| Reynolds | Halifax.....N.S | 33 30 | 18 75 | | |
| Reynolds | Northumberland.....N.B | 13 50 | 18 75 | | |
| Reynoldscroft | Shelburne & Queen's..N.S | 20 65 | 18 75 | | |
| Reynoldston | Frontenac.....O | 27 94 | 18 75 | | |
| Rhimeland | Norfolk.....O | 28 00 | 18 75 | | |
| Rhode Corner | Lunenburg.....N.S | 15 00 | 18 75 | | |
| Riceburg | Missisquoi.....Q | 20 00 | 30 00 | | |
| Richard | Sask.....Sask | 53 40 | 25 50 | | |
| Riceville | Carleton.....N.B | 16 00 | 18 75 | 2 25 | |
| Richardson | Charlotte.....N.B | 70 85 | 30 00 | | |
| Richardson | Lanark, S.R.....O | 18 00 | 8 33 | | |
| Richardville (late St. Paul) | Kent.....N.B | 4 45 | 18 75 | | |
| Richer | Provencher.....M | 13 45 | 8 75 | | |
| Richfield | Digby.....N.S | 10 20 | 18 75 | | |
| Richibucto Village | Kent.....N.B | 77 59 | 33 00 | | 2 50 |
| Richland | Selkirk.....M | 31 54 | 18 75 | 2 25 | |
| Richmond | Prince.....P.E.I | 99 78 | 43 50 | 13 50 | 3 75 |
| Richview | York, C.R.....O | 20 70 | 18 75 | | |
| Rideau Ferry | Lanark, S.R.....O | 152 35 | 46 50 | | 3 75 |
| Rideau View | Russell.....O | 27 75 | 18 75 | | |
| Ridgeford | Humboldt.....Sask | 119 07 | 43 50 | 2 25 | 3 75 |
| Ridgmount | Welland.....O | 28 75 | 18 75 | | |
| Ridgedale | Humboldt.....Sask | 8 00 | | | |
| Ridge Road | Sunbury & Queen's..N.B | 4 50 | 18 75 | | |

^a Late Fitzgerald Station.
[§]9 night allowance.

^b Opened 25-3-07.

^c Opened 1-12-06.

^d Opened 1-2-07.

[†]Including

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------------|-----------------------|---------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year.) | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Ridgeville | Provencher | M 209 17 | 82 50 | | 7 50 |
| Ridgeway | Macdonald | M 21 00 | 18 75 | | |
| Riding Mountain | Dauphin | M 90 00 | 43 50 | 3 00 | 3 75 |
| Ridley | Kent, W.R. | O 26 67 | 18 75 | | |
| Riga | Assa, East | Sask 42 25 | 18 75 | | |
| Rimbey | Strathcona | Alta 160 08 | 60 00 | 13 33 | 3 75 |
| Rimington | Hastings, E.R. | O 48 00 | 24 00 | | |
| Ringwood | York, N.R. | O 110 00 | 66 00 | | 7 50 |
| Riordan | Gloucester | N. B 25 63 | 18 75 | | |
| Ripples | Sunbury & Queen's .. | N. B 36 00 | 18 75 | | |
| Ritchance | Prescott | O 48 46 | 22 50 | | |
| Ritchot | Provencher | M 5 00 | 18 75 | | |
| Rivard Corners | Compton | Q 9 00 | 18 75 | | |
| Riverbank | Wellington, N.R. | O 20 41 | 18 75 | | |
| Riverbank | Carleton | N. B 39 00 | 19 50 | 2 25 | |
| Riverbend | Welland | O 26 08 | 18 75 | | |
| Riverdale | Digby | N. S 19 75 | 18 75 | | |
| Riverdale | Queen's | P. E. I 6 00 | 18 75 | | |
| River Dennis Centre | Inverness | N. S 31 60 | 18 75 | 2 25 | |
| River Dennis Road | Inverness | N. S 17 00 | 18 75 | | |
| River Dennis Station | Inverness | N. S 122 02 | 56 25 | 30 00 | 3 75 |
| Riverfield | Châteauguay | Q 104 23 | 41 25 | | 3 75 |
| River Gilbert | Beauce | Q 55 00 | 21 00 | 8 25 | |
| River Gilbert Gold Mines | Beauce | Q 15 93 | 18 75 | | |
| River Glade | Westmoreland | N. B 92 00 | 46 50 | | 3 75 |
| River Hebert | Cumberland | N. S 113 44 | 45 00 | 11 25 | 3 75 |
| River Hebert Bend | Cumberland | N. S 126 30 | 43 50 | | 3 75 |
| River John Road | Colchester | N. S 20 75 | 18 75 | | |
| River Joseph | Wright | Q 62 99 | 18 75 | | |
| River Phillip | Cumberland | N. S 123 42 | 49 00 | 36 00 | 3 75 |
| River Phillip Centre | Cumberland | N. S 27 50 | 18 75 | | |
| Riversdale | Colchester | N. S 64 37 | 31 50 | 7 50 | |
| Riverside | Inverness | N. S 7 00 | 18 75 | | |
| Riverside Corner | Hants | N. S 48 25 | 18 75 | | |
| Rivers Inlet | Comox-Atlin | B. C 73 58 | 67 50 | | 3 75 |
| Riverstown | Wellington, N.R. | O 33 62 | 24 50 | | |
| Riverton | King's | P. E. I 10 75 | 18 75 | | |
| River Valley | Nipissing | O 22 55 | 18 75 | | |
| Riverview | Dufferin | O 134 87 | 54 00 | | 3 75 |
| Riverview | Cumberland | N. S 11 00 | 18 75 | | |
| Riverview | King's & Albert | N. B 5 00 | | | |
| River View | Humboldt | Sask 164 75 | 18 75 | | |
| Rivière à Claude | Gaspé | Q 27 55 | 21 75 | | |
| Rivière à la Martre | Gaspé | Q 30 10 | 18 75 | | |
| Rivière à l'Ours | Chicoutimi & Saguenay | Q 33 03 | 18 75 | | |
| Rivière au Doré | Chicoutimi & Saguenay | Q 67 95 | 18 75 | | |
| Rivière au Rat | Champlain | Q 63 95 | 36 00 | | 3 75 |
| Rivière aux Chiens | Montmorency | Q 43 42 | 18 75 | | |
| Rivière aux Pins | Quebec | Q 22 75 | 18 75 | | |
| Rivière Blanche, Portneuf | Portneuf | Q 22 89 | 18 75 | | |
| Rivière des Caches | Northumberland | N. B 55 68 | 26 00 | 2 25 | |
| Rivière des Fèves | Châteauguay | Q 22 20 | 18 75 | | |
| Rivière des Plantes | Beauce | Q 18 00 | 18 75 | | |
| Rivière des Prairies | Laval | Q 47 50 | 18 75 | | |
| Rivière du Loup, wharf | Témiscouata | Q 108 00 | 90 00 | | 10 00 |
| Rivière du Moulin | Chicoutimi & Saguenay | Q 145 03 | 192 00 | 10 50 | 6 25 |
| Rivière Baulé | Terrebonne | Q 43 00 | 18 75 | | |

a Opened 1-7-06.

c Re-opened 1-4-07.

* Including \$3 night allowance

† Including \$18 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | Forward Allow- ance. | Rent Allow- ance. |
|---------------------------|-----------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Rivière Famine | Beauce | 27 16 | 24 25 | | |
| Rivière Gagnon | Terrebonne | 10 10 | 18 75 | | |
| Rivière Gentilly | Nicolet | 88 66 | ††47 25 | | 3 75 |
| Rivière Jaume | Quebec | 26 95 | 18 75 | | |
| Rivière la Fleur | Montmorency | 26 28 | 18 75 | | |
| Rivière la Madeleine | Gaspé | 25 41 | 18 75 | | |
| Rivière Mailloux | Charlevoix | 140 93 | 46 50 | | 3 75 |
| Rivière Mattawin | Champlain | 2 00 | 18 75 | | |
| Rivière Mékinac | Champlain | 41 30 | 18 75 | 3 00 | |
| Rivière Noire | Drummond & Artha'ka | 82 58 | 27 00 | | |
| ↳ Rivière Ouelle Junction | Kamouraska | 53 88 | 12 50 | | |
| Rivière Ouelle, wharf | Kamouraska | 48 64 | 18 75 | | |
| Rivière Qui Barre | Edmonton | 197 34 | 60 00 | 12 00 | 3 75 |
| Rivière St. Jean | Chicoutimi & Saguenay | 43 14 | *33 50 | | |
| Rivière Ste. Marguerite | Chicoutimi & Saguenay | 27 30 | 18 75 | | |
| Rivière Sauvage | Drummond & Artha'ka | 15 90 | 18 75 | | |
| Rivington | Argenteuil | 88 00 | 30 00 | | |
| Rivulet | Inverness | 16 00 | 18 75 | | |
| Roach Vale | Guy'sborough | 12 70 | 18 75 | 2 25 | |
| Robb | Grey, S. R. | 22 47 | 18 75 | | |
| ↳ Roberta | Richmond | 17 20 | 18 75 | | |
| Robert's Creek | Comox-Atlin | 15 73 | 18 75 | | |
| Roberts | Qu'Appelle | 9 68 | 18 75 | | |
| Roberts Island | Yarmouth | 10 25 | 18 75 | | |
| Robertson | King's & Albert | 21 75 | 18 75 | | |
| Robertson's Point | Sunbury & Queen's | 5 25 | 18 75 | | |
| Robertville | Gloucester | 63 80 | 24 00 | | |
| ↳ Roberval Hotel | Chicoutimi & Saguenay | | 25 00 | | |
| Roberval West | Chicoutimi & Saguenay | 12 62 | 18 75 | | |
| Robichaud | Westmoreland | 44 25 | 18 75 | 9 00 | |
| Robins. | Richmond | 7 00 | 18 75 | | |
| Robinson's Corners | Lunenburg | 48 50 | 24 50 | | |
| Robinsonville | Restigouche | 44 95 | 18 75 | | |
| Robitaille | Bonaventure | 124 16 | 66 25 | | 6 25 |
| Roblin | Lemox & Addington | 132 17 | 55 50 | 6 00 | 3 75 |
| Rob Roy | Grey, E. R. | 36 29 | 21 25 | | |
| Robson | Drummond & Artha'ka | 19 63 | 18 75 | | |
| Rocheport | Renfrew, S. R. | 56 10 | 18 75 | 2 25 | |
| Rochelle | Shefford | 49 70 | 18 75 | | |
| Roche Percee | Assa, East | 171 70 | 90 00 | 54 00 | 7 50 |
| Rocher de la Chapelle | Montmagny | 12 00 | 18 75 | | |
| Rock Barra | King's | 14 50 | 18 75 | | |
| Rock Creek | Yale & Cariboo | 69 65 | 48 75 | 7 50 | 3 75 |
| Rockcroft | Peterborough, E. R. | 22 93 | 18 75 | | |
| Rockdale | Richmond | 69 93 | 31 50 | | |
| Rockdale | Peterborough, E. R. | 33 95 | 26 25 | | |
| Rockfield | Brockville | 67 49 | 24 00 | | |
| Rockford | Norfolk | 72 30 | 30 00 | | |
| Rock Forest | Sherbrooke | 65 05 | 24 00 | 5 25 | |
| Rock Hill | Parry Sound | 13 00 | 18 75 | | |
| Rockingham Station | Halifax | 137 17 | 45 00 | | 3 75 |
| Rockland | Shelburne & Queen's | 31 50 | 18 75 | | |
| Rockliffe | Nipissing | 202 31 | 91 50 | | 7 50 |
| Rocklin | Pictou | 16 50 | 18 75 | | |
| Rockly | Cumberland | 18 87 | 18 75 | | |
| Rocklyn | Grey, E. R. | 171 90 | 84 00 | 3 75 | 7 50 |
| Rockport | Westmoreland | 36 73 | 21 25 | | |

↳ Opened 1-10-06.
 §5 of which is arrears.

↳ Late Cross Rds. St. Georges Channel
 † Summer office.

* Including \$12.50 night allowance,
 †† Including \$11.25 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|-----------------------|----------|---|-------|----------------------------|-------------------------|
| | | | \$ | cts. | | |
| Rockside | Peel | O | 12 | 50 | 18 | 75 |
| Rock Springs | Brookville | O | 47 | 00 | 37 | 50 |
| Rockville | King's & Albert | N.B | 10 | 00 | 18 | 75 |
| Rockville | Yarmouth | N.S | 87 | 85 | 18 | 75 |
| Rockville | Algoma | O | 36 | 00 | 18 | 75 |
| Rockway Valley | Labelle | Q | 44 | 93 | 21 | 00 |
| Rockwell Settlement | Cumberland | N.S | 101 | 78 | 77 | 00 |
| Rocky Bay | Richmond | N.S | 19 | 25 | 18 | 75 |
| Rocky Coulee | Alta | Alta | 21 | 00 | 19 | 84 |
| Rocky Mountain | Pictou | N.S | 32 | 25 | +23 | 25 |
| Rocky Point | Queen's | P.E.I | 6 | 44 | 18 | 75 |
| Rocky Point | Nanaimo | B.C | 144 | 46 | 27 | 00 |
| Rocky Ridge | Inverness | N.S | 2 | 00 | 18 | 75 |
| Rocky Saugeen | Grey, S.R. | O | 46 | 86 | 22 | 50 |
| Rocky View | Calgary | Alta | 27 | 00 | 18 | 75 |
| Roden | Brandon | M | 14 | 50 | 18 | 75 |
| Rodney | Cumberland | N.S | 19 | 65 | 18 | 75 |
| Roebuck | Grenville | O | 86 | 62 | 60 | 00 |
| à Roecliff | Sask | Sask | 6 | 00 | 10 | 41 |
| Roger's Hill Centre | Pictou | N.S | 36 | 13 | 21 | 25 |
| Rohallion | Victoria & Haliburton | O | 13 | 25 | 18 | 75 |
| Rokey | Lambton, E.R. | O | 14 | 25 | 18 | 75 |
| Rokey Station | Assa, East | Sask | 180 | 74 | 67 | 50 |
| Rolling Dam | Charlotte | N.B | 73 | 91 | 23 | 00 |
| Rolling Dam Station | Charlotte | N.B | 124 | 95 | 46 | 50 |
| Rolling River | Marquette | M | 5 | 50 | 18 | 75 |
| Rollo Bay West | King's | P.E.I | 16 | 25 | 18 | 75 |
| Rollo Bay Centre | King's | P.E.I | 25 | 25 | 18 | 75 |
| Rollo Bay East | King's | P.E.I | 11 | 00 | 18 | 75 |
| Roman Valley | Guy'sborough | N.S | 11 | 50 | 18 | 75 |
| Romford | Qu'Appelle | Sask | 34 | 17 | 18 | 75 |
| Romily | Simcoe, S.R. | O | 12 | 00 | 18 | 75 |
| Romney | Kent, W.R. | O | 49 | 98 | 30 | 00 |
| Rondeau | Kent, W.R. | O | 79 | 00 | 33 | 00 |
| Ronson | Norfolk | O | 26 | 20 | 21 | 00 |
| Roome | Middlesex, W.R. | O | 25 | 75 | 18 | 75 |
| Rosaireville | Northumberland | N.B | 16 | 30 | 18 | 75 |
| Rosalind | Strathcona | Alta | 19 | 28 | 18 | 75 |
| Rosanna | Oxford, S.R. | O | 19 | 75 | 18 | 75 |
| Rose | Cumberland | N.S | 26 | 96 | 18 | 75 |
| Rosebank | Prince | P.E.I | 12 | 00 | 18 | 75 |
| Rosebank | Gloucester | N.B | 19 | 75 | 18 | 75 |
| à Roseberry | Souris | M | ..... | ..... | 4 | 16 |
| Roseberry | Queen's | P.E.I | 12 | 30 | 18 | 75 |
| Roseberry | Kootenay | B.C | 76 | 90 | 21 | 00 |
| Rose Bridge | Gaspé | Q | 17 | 00 | 18 | 75 |
| Rosebud Creek | Calgary | Alta | 55 | 00 | 24 | 00 |
| Roseburn | Inverness | N.S | 19 | 00 | 18 | 75 |
| Rose Corner | Prescott | O | 42 | 16 | 18 | 75 |
| Rosedale | Inverness | N.S | 5 | 25 | 18 | 75 |
| Rosedale | Victoria & Haliburton | O | 54 | 70 | 18 | 75 |
| Rosedale | New Westminster | B.C | 73 | 00 | 27 | 00 |
| Rosedale | Carleton | N.B | 9 | 00 | 18 | 75 |
| Rosedene | Lincoln | O | 18 | 45 | 18 | 75 |
| Rosehall | Prince Edward | O | 55 | 00 | 25 | 50 |
| Rosehaven | Dundas | O | 28 | 00 | 18 | 75 |
| Rose Plain | Assa, East | Sask | 19 | 95 | 18 | 75 |

* Including 85 arrears rent.
30-9-06, Opened 1-2-07.

+ Including \$4.50 night allowance.

(a) Closed 1-9-06.

(b) Closed

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|---|----------|---|----------------------------|-------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Rosehill | Portage la Prairie, M | 5 05 | 18 75 | | |
| Rose Hill | Prince, P. E. I | 10 00 | 18 75 | | |
| Rose Island | Hastings, W. R. O | 25 30 | 18 75 | | |
| Roseisle | Macdonald, M | 185 06 | 60 00 | 2 25 | 3 75 |
| Rose-land | Brandon, M | 11 00 | 18 75 | | |
| Rosemere | Terrebonne, Q | 51 50 | 18 75 | 2 25 | |
| Rosemount | Qu'Appelle, Sask | 48 48 | 18 75 | | |
| Rosenburg | Missisquoi, Q | 40 50 | 21 00 | | |
| Rosenthal | Renfrew, S. R. O | 23 71 | 18 75 | | |
| Rosenthal | Edmonton, Alta | 3 00 | 18 75 | | |
| Rosenort | Provencher, M | 77 45 | 27 00 | | |
| Rose Point | Parry Sound, O | 35 00 | 25 00 | | |
| Rosetta | Lanark, N. R. O | 17 00 | 18 75 | 2 25 | |
| Rose Vale | King's & Albert, N. B | 25 48 | 18 75 | | |
| Rose Valley | Queen's, P. E. I | 24 00 | 18 75 | | |
| Roseview | Assa, East, Sask | 82 64 | 41 25 | | 3 75 |
| Roseville | Waterloo, S. R. O | 81 25 | 45 00 | | 3 75 |
| Roseville | Prince, P. E. I | 26 25 | 18 75 | | |
| Roseway | Shelburne & Queen's, N. S | 44 47 | 21 00 | | |
| Rosewood | Provencher, M | 77 78 | 28 50 | | |
| Roskeen | Dauphin, M | 11 60 | 18 75 | | |
| Roslin | Hastings, W. R. O | 128 10 | 58 50 | 2 25 | 3 75 |
| Roslin | Cumberland, N. S | 19 59 | 18 75 | | |
| Ross | Renfrew, N. R. O | 7 00 | 18 75 | | |
| Ross Corner | Prince, P. E. I | 21 50 | 33 00 | | |
| Ross Creek | Edmonton, Alta | 27 69 | 18 75 | | |
| Rosseau Falls | Muskoka, O | 17 95 | 18 75 | | |
| Rossendale | Cumberland, N. S | 10 25 | 18 75 | | |
| Rossendale | Portage la Prairie, M | 157 52 | 27 00 | | |
| Rossetti | Assa, East, Sask | 50 99 | 18 75 | | |
| Ross Ferry | North Cape Breton and Victoria, N. S | 34 00 | 18 75 | *5 25 | |
| Rossfield | Pictou, N. S | 7 25 | 18 75 | | |
| Ross Mills | Levis, Q | 38 90 | 18 75 | | |
| Rossmore | Prince Edward, O | 105 00 | 39 50 | | 3 75 |
| Ross Mount | Northumberland, W. R. O | 74 99 | 30 00 | | |
| Rossville | York, N. B | 15 75 | 18 75 | | |
| Rossway | Digby, N. S | 50 05 | 32 00 | | 2 50 |
| Rostock | Perth, N. R. O | 120 75 | 46 50 | | 3 75 |
| Rothbury | Assa, East, Sask | 19 00 | 18 75 | | |
| Rouge Hill | Ontario, S. R. O | 10 25 | 18 75 | | |
| Rouge Valley | Argenteuil, Q | | 18 75 | | |
| Round Bay | Shelburne & Queen's, N. S | 29 64 | 18 75 | | |
| Round Hill | King's & Albert, N. B | 104 50 | 51 00 | 16 50 | 3 75 |
| Round Hill | Strathcona, Alta | 89 65 | 33 00 | | 3 75 |
| Round Island | South Cape Breton, N. S | 6 25 | 18 75 | | |
| Round Lake | Peterborough, E. R. O | 7 00 | 18 75 | | |
| Round Plains | Norfolk, O | 25 00 | 18 75 | | |
| Round Up. | Alta, Alta | 19 00 | 18 75 | | |
| Roundwood | Algoma, W. R. O | 16 50 | 18 75 | | |
| Rousseau's Mills | Portneuf, Q | 28 34 | 18 75 | | |
| Routhier | Prescott, O | 44 71 | 25 50 | 2 25 | |
| Routledge | Brandon, M | 77 00 | 33 00 | | |
| Rowan Mills | Norfolk, O | 44 45 | 35 50 | | 2 50 |
| Rowanton | Pontiac, Q | 180 47 | 59 00 | 12 00 | 3 75 |
| Rowena | Dundas, O | 60 31 | 31 50 | | |
| Rowena | Victoria, N. B | 21 25 | 18 75 | | |
| Rowland | Hastings, E. R. O | 33 30 | 18 75 | | |

* Including \$1.50 special forward allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------------------|------------------------------|----------|---|---------|----------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | | |
| Rowley's..... | St. John..... N.B. | 1 25 | 18 75 | | | |
| <i>b</i> Roxboro..... | Qu'Appelle..... Sask | 13 59 | 14 58 | | | |
| Roxburgh..... | King's & Albert..... N.B. | 25 00 | 18 75 | | | |
| Roxbury..... | Annapolis..... N.S. | 6 00 | 18 75 | | | |
| Roxbury..... | Prince..... P.E.I. | 26 10 | 18 75 | | | |
| Roxham..... | St. John's & Iberville... Q. | 15 10 | 18 75 | | | |
| Roxton East..... | Shefford..... Q. | 56 20 | 27 00 | | | |
| Roxville..... | Digby..... N.S. | 12 00 | 18 75 | | | |
| Roy..... | Comox-Atlin..... B.C. | 27 84 | 18 75 | | | |
| <i>g</i> Roy..... | Kent..... N.B. | 8 00 | | | | |
| Royal..... | Provencher..... M. | 16 00 | 18 75 | | | |
| <i>a</i> Royal Centre..... | Pictou..... N.S. | 19 75 | 18 75 | | | |
| <i>c</i> Royal Muskoka..... | Muskoka..... O. | 342 00 | 140 00 | | | 15 00 |
| Royal Oak..... | Bruce, S.R..... O. | 10 00 | 18 75 | | | |
| Royal Oak..... | Nanaimo..... B.C. | 18 00 | 18 75 | | | |
| Royal Road..... | York..... N.B. | 15 48 | 18 75 | | | |
| Royal Road, West..... | York..... N.B. | 2 00 | 18 75 | | | |
| Royalton..... | Carleton..... N.B. | 26 60 | 18 75 | | | |
| Royston..... | Parry Sound..... O. | 33 50 | 21 25 | 7 50 | | |
| Ruby..... | Renfrew, N.R..... O. | 41 90 | 18 75 | | | |
| Ruby Creek..... | New Westminster... B.C. | 68 69 | 34 50 | | | 3 75 |
| Ruddell..... | Saskatchewan..... Sask | 238 09 | 34 50 | 3 75 | | 3 75 |
| Rudy..... | Humboldt..... Sask | 133 95 | 58 50 | 25 00 | | 3 75 |
| Rugby..... | Simcoe, E.R..... O. | 129 25 | 55 50 | | | 3 75 |
| <i>d</i> Ruisseau des Olives..... | Gaspe..... Qu. | 10 00 | 6 25 | | | |
| Ruisseau à l'Eau Chande..... | Dorchester..... Q. | 28 71 | 18 75 | | | |
| Ruisseau à Sem..... | Rimouski..... Q. | 28 00 | 27 75 | | | |
| Ruisseau Castor..... | Gaspe..... Q. | 11 00 | 18 75 | | | |
| Ruisseau St-Blanc..... | Bonaventure..... Q. | 127 06 | 48 75 | | | 3 75 |
| Ruisseau St-Georges..... | Montcalm..... Q. | 27 50 | 18 75 | 2 25 | | |
| Runnymede..... | Bonaventure..... Q. | 15 50 | 18 75 | | | |
| Rupert..... | Wright..... Q. | 122 09 | 52 50 | | | 3 75 |
| Rusagornis..... | Sunbury & Queen's... N.B. | 21 00 | 18 75 | 2 25 | | |
| Rusagornis Station..... | Sunbury & Queen's... N.B. | 80 55 | 41 25 | | | 3 75 |
| <i>f</i> Rush Lake..... | Assa, West..... Sask | 56 01 | 35 46 | | | 1 61 |
| Rush Point..... | Peterborough, E.R... O. | 12 50 | 18 75 | | | |
| Ruskin..... | King's..... P.E.I. | 7 00 | 18 75 | | | |
| Ruskview..... | Dufferin..... O. | 43 66 | 18 75 | 4 50 | | |
| Russeldale..... | Perth, S.R..... O. | 109 86 | 49 50 | | | 3 75 |
| Russeltown..... | Chateauguay..... Q. | 77 86 | 27 00 | | | |
| Rustico..... | Queen's..... P.E.I. | 61 00 | 24 00 | | | |
| Rusticoville..... | Queen's..... P.E.I. | 71 90 | 27 00 | | | |
| Rutherford..... | Portage la Prairie... M. | 4 50 | 18 75 | | | |
| Ruther Glen..... | Carleton..... N.B. | 15 25 | 18 75 | | | |
| Rutledge..... | Pontiac..... Q. | 27 81 | 18 75 | 0 75 | | |
| Ryan..... | Kootenay..... B.C. | 64 05 | 63 50 | | | 6 25 |
| Ryanville..... | Wright..... Q. | 7 50 | 18 75 | | | |
| Ryckman's Corners..... | Wentworth..... O. | 71 00 | 22 67 | | | |
| Rydal-Bank..... | Algoma, W.R..... O. | 226 04 | 90 00 | | | 7 50 |
| Rye..... | Parry Sound..... O. | 18 55 | 18 75 | | | |
| Rylstone..... | Northumberland, E.R. O. | 34 67 | 18 75 | | | |
| S ST. ABDON..... | Dorchester..... Q. | 11 70 | 18 75 | | | |
| Ste. Adelaide de Pabos..... | Gaspe..... Q. | 229 27 | *94 00 | | | 7 50 |
| St. Adélar..... | Dauphin..... M. | 22 70 | 18 75 | 3 00 | | |

a Late Back Meadows. *b* Opened 1-9-06. *f* Closed 2-9-06, Re-opened 1-12-06. *d* Opened 1-1-07.
g Opened 15-3-07. †Including \$9 night allowance. ‡Including \$6.25 forward arrears. *c* Summer Office. * Including \$15 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | | Forward Allow- ance. | Rent Allow- ance. |
|---|--------------------------------------|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| St. Adolphe..... | Provencher..... | M | 18 95 | 18 75 | | |
| St. Adolphe de Dudswell..... | Richmond & Wolfe..... | Q | 166 10 | 61 50 | | 3 75 |
| St. Adolphe de Howard..... | Argenteuil..... | Q | 89 80 | 37 50 | | 3 75 |
| St. Adrien..... | Richmond & Wolfe..... | Q | 89 70 | 40 50 | | 3 75 |
| St. Agapit Station..... | Lotbinière..... | Q | 141 86 | 57 00 | 4 50 | 3 75 |
| Ste. Agatha..... | Waterloo, S.R..... | O | 167 50 | 45 00 | | 3 75 |
| Ste. Agathe..... | Provencher..... | M | 244 10 | 76 50 | | 6 25 |
| Ste. Agathe, East..... | Lotbinière..... | Q | 82 46 | 25 50 | | |
| Ste. Agnès de Charlevoix..... | Charlevoix..... | Q | 39 01 | 18 75 | | |
| Ste. Agnès de Dundee..... | Huntingdon..... | Q | 62 50 | 24 00 | | |
| St. Agricole..... | Montcalm..... | Q | 11 25 | 18 75 | | |
| St. Albert..... | Russell..... | O | 125 94 | 37 00 | | 2 50 |
| St. Albert..... | Drummond & Arthabaska..... | Q | 87 50 | 33 00 | | 3 75 |
| St. Alexandre Station..... | St. John's & Iberville..... | Q | 39 25 | 27 00 | 2 25 | |
| St. Alexis..... | Bonaventure..... | Q | 15 50 | 18 75 | | |
| St. Alexis de Montcalm..... | Montcalm..... | Q | 134 40 | 71 25 | | 7 50 |
| St. Almo..... | Victoria..... | N.B. | 18 00 | 18 75 | 4 50 | |
| St. Alphonse..... | Joliette..... | Q | 115 71 | 41 25 | | 3 75 |
| St. Alphonse de Caplan..... | Bonaventure..... | Q | 105 60 | 33 00 | | |
| St. Alphonse de Granby..... | Shefford..... | Q | 78 40 | 37 50 | | 3 75 |
| St. Amand..... | Victoria..... | N.B. | 17 50 | 18 75 | | |
| St. Ambroise..... | Macdonald..... | M | 38 00 | 18 75 | | |
| Ste. Amélie..... | Dauphin..... | M | 116 35 | 43 50 | | 3 75 |
| Ste. Amedée..... | Labelle..... | Q | 49 67 | 37 50 | | |
| St. Amour..... | Prescott..... | O | 199 89 | 49 50 | | 3 75 |
| St. André de Restigouche..... | Bonaventure..... | Q | 34 76 | 28 50 | | |
| St. André de Shédiac..... | Westmoreland..... | N.B. | 16 35 | 18 75 | | |
| St. André Station..... | Kamouraska..... | Q | 69 05 | 18 75 | | |
| St. Andrews..... | Selkirk..... | M | 36 80 | 19 50 | | |
| St. Andrews..... | King's..... | P.E.I. | 8 29 | 18 75 | | |
| St. Andrews, West..... | Stormont..... | O | 175 00 | 67 50 | | 6 25 |
| St. Anicet..... | Huntingdon..... | Q | 185 71 | 82 50 | 6 00 | 7 50 |
| Ste. Anne de la Pocatière, Station..... | Kamouraska..... | Q | 74 00 | 37 50 | | 3 75 |
| Ste. Anne de Kent..... | Kent..... | N.B. | 64 20 | 22 50 | | |
| Ste. Anne de Madawaska..... | Victoria..... | N.B. | 127 79 | 52 50 | | 3 75 |
| Ste. Anne de Prescott..... | Prescott..... | O | 177 10 | 66 00 | | 7 50 |
| Ste. Anne de Sorel..... | Richelieu..... | Q | 45 00 | 21 25 | | |
| Ste. Anne's..... | North Cape Breton & Victoria..... | N.S. | 77 87 | 26 00 | | 1 25 |
| Ste. Ann's..... | Queen's..... | P.E.I. | 16 96 | 18 75 | | |
| St. Anselme..... | Westmoreland..... | N.B. | 21 75 | 18 75 | | |
| St. Antoine..... | Assa, East..... | Sask. | 33 00 | 18 75 | | |
| St. Anthony..... | Prince..... | P.E.I. | 17 00 | 18 75 | | |
| St. Antoine de Charlevoix..... | Charlevoix..... | Q | 24 00 | 18 75 | | |
| St. Antonin..... | Témiscouata..... | Q | 72 54 | 24 00 | | |
| Ste. Apolline de Patton..... | Montmagny..... | Q | 30 80 | 18 75 | | |
| St. Armand, Centre..... | Missisquoi..... | Q | 24 50 | 18 75 | | |
| Ste. Augustine..... | Huron, W.R..... | O | 77 00 | 22 50 | | |
| St. Augustin, Saguenay..... | Chicoutimi & Saguenay..... | Q | 5 45 | 18 75 | | |
| Ste. Barbe..... | Huntingdon..... | Q | 31 87 | 18 75 | | |
| St. Barnabé, Rivière Yamaska..... | St. Hyacinthe..... | Q | 90 85 | 44 00 | | 3 75 |
| St. Barthélemi, Station..... | Berthier..... | Q | 34 75 | 26 25 | | |
| St. Basile le Grand..... | Chambly & Verchères..... | Q | 130 85 | 52 50 | | 3 75 |
| St. Basile, Station..... | Portneuf..... | Q | 120 70 | 63 75 | 15 00 | 3 75 |
| Ste. Beatrix..... | Joliette..... | Q | 63 00 | 27 00 | | |
| St. Benjamin..... | Dorchester..... | Q | 61 55 | +24 75 | | |
| St. Benoît de Matapédia..... | Bonaventure..... | Q | 19 25 | 18 75 | | |
| St. Bernard, Sud..... | St. John's & Iberville..... | Q | 15 25 | 18 75 | | |

† Including \$6 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|------------------------------------|---|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| St. Bernard..... | Digby..... N.S. | 26 00 | 18 75 | | |
| St. Blaise..... | St. John's & Iberville... Q | 74 50 | 43 50 | | 3 75 |
| Ste. Blandine..... | Rimouski..... Q | 60 27 | 26 25 | | |
| St. Brieux..... | Humboldt..... Sask | 41 25 | 18 75 | | |
| Ste. Brigitte d'Iberville | St. John's & Iberville... Q | 141 40 | 52 50 | | 3 75 |
| Ste. Brigitte, Station..... | St. John's & Iberville... Q | 40 75 | 18 75 | | |
| St. Bruno de Kamouraska..... | Kamouraska..... Q | 174 75 | 51 00 | | 3 75 |
| St. Bruno, Station..... | Chambly & Vercheres... Q | 33 53 | 18 75 | | |
| St. Calixte de Kilkenny..... | Montcalm..... Q | 77 72 | 37 50 | 2 25 | 3 75 |
| Ste. Camille de Bellechasse..... | Bellechasse..... Q | 70 95 | 25 50 | | |
| St. Canute..... | Two Mountains..... Q | 93 35 | 43 50 | | 3 75 |
| St. Cassin des Caps..... | Charlevoix..... Q | 9 05 | †33 75 | | |
| St. Catherine Street, East..... | Sub-Office, Montreal... Q | + | + | | |
| Ste. Catherine..... | Queen's..... P.E.I. | 6 50 | 18 75 | | |
| Ste. Catherine, Baie..... | Chicoutimi & Saguenay Q | 158 30 | 75 00 | | 7 50 |
| Ste. Catherine's River..... | Shelburne & Queen's... N.S. | 12 68 | 18 75 | | |
| Ste. Catherine, Station..... | Portneuf..... Q | 122 88 | 37 50 | | 3 75 |
| Ste. Cécile de Levrard..... | Nicolet..... Q | 46 00 | 30 00 | | |
| Ste. Cécile de Masham..... | Wright..... Q | 161 76 | 75 00 | | 7 50 |
| Ste. Cécile de Milton..... | Shefford..... Q | 75 75 | 30 00 | | |
| Ste. Cécile de Whitton..... | Compton..... Q | 163 25 | †79 00 | | 6 25 |
| Ste. Cécile, Station..... | Compton..... Q | 46 91 | 25 50 | | |
| St. Celestin Station..... | Nicolet..... Q | 20 00 | 2 08 | | |
| St. Charles..... | Nipissing..... Q | 190 42 | 88 50 | | 7 50 |
| St. Charles..... | Macdonald..... M | 140 71 | 56 25 | | 3 75 |
| St. Charles..... | King's..... P.E.I. | 9 00 | 18 75 | | |
| St. Charles de Levrard..... | Nicolet..... Q | 59 59 | 29 50 | | |
| St. Charles de Montcalm..... | Montcalm..... Q | | 10 42 | | |
| Ste. Christine..... | Bagot..... Q | 75 98 | 37 50 | | 3 75 |
| St. Chrysostôme..... | Prince..... P.E.I. | 11 00 | 18 75 | | |
| St. Claude..... | Richmond & Wolfe... Q | 51 00 | 22 50 | | |
| St. Cleophas de Brandon..... | Joliette..... Q | 36 00 | 22 50 | | |
| Ste. Clothilde de Châteauguay | Châteauguay..... Q | 52 50 | 21 00 | | |
| St. Columba..... | North Cape Breton and Victoria..... N.S. | 11 30 | 18 75 | | |
| St. Columbin..... | Two Mountains..... Q | 28 75 | 18 75 | | |
| St. Côme..... | Joliette..... Q | 95 95 | 37 50 | | 3 75 |
| Ste. Croix..... | York..... N.B. | 72 48 | 22 50 | | |
| Ste. Croix, Cove..... | Annapolis..... N.S. | 17 84 | 18 75 | | |
| St. Cuthbert Station..... | Berthier..... Q | 56 76 | 22 50 | | |
| St. Cyprien..... | Temiscouata..... Q | 19 95 | 18 75 | | |
| St. Cyr..... | Richmond & Wolfe... Q | 91 52 | 30 00 | 6 75 | |
| St. Cyriac..... | Chicoutimi & Saguenay Q | 19 01 | 18 75 | | |
| St. Cyrille..... | Kent..... N.B. | 15 50 | 18 75 | | |
| St. Damase..... | St. Hyacinthe..... Q | 129 32 | 75 00 | | 7 50 |
| St. Damase des Aulnaies..... | L'Islet..... Q | 67 33 | 25 50 | | |
| St. Damien..... | Kent..... N.B. | 12 60 | 18 75 | | |
| St. Damien de Brandon..... | Berthier..... Q | 111 35 | 48 75 | | 3 75 |
| St. Daniel..... | Macdonald..... M. | 20 20 | 18 75 | | |
| St. David de Lévis..... | Lévis..... Q | 138 95 | 49 50 | | 3 75 |
| St. Denis Street (sub-office)..... | | + | | | |
| St. Didace..... | Maskinonge..... Q | 117 20 | 51 00 | 2 25 | 3 75 |
| St. Dominique de Bagot..... | Bagot..... Q | 175 27 | 70 50 | | 7 50 |
| St. Dominique Station..... | Soulanges..... Q | 48 75 | 24 00 | | |
| St. Donat de Montcalm..... | Montcalm..... Q | 109 25 | 52 50 | | 3 75 |
| Ste. Dorothee..... | Laval..... Q | 51 60 | 18 75 | | |

* Including \$12 night allowance.

† Including \$15 night allowance.

‡ For Revenue, etc..

see Appendix C under Montreal Sub-Offices.

a Closed 1-12 06.

b Opened 1-2-07.

c Opened 1-3-07.

‡ For Revenue, &c., see Appendix C, Montreal sub-offices, &c.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------------------|------------------------------|-----------------|---|----------------------------|-------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| St. Edmond de Berthier..... | Berthier..... | Q 20 00 | 18 75 | | |
| St. Edouard de Frampton..... | Dorchester..... | Q 22 10 | 18 75 | | |
| St. Edouard de Kent..... | Kent..... | N. B. 45 25 | 21 00 | | |
| St. Edouard de Napierville..... | Laprairie & Napierville..... | Q 121 50 | 33 00 | | |
| St. Edwidge..... | Compton..... | Q 150 67 | 67 50 | | 7 50 |
| St. Eleanor's..... | Prince..... | P. E. I. 146 20 | 82 50 | | 7 50 |
| St. Eleuthère..... | Kamouraska..... | Q 84 05 | 41 50 | | 3 75 |
| St. Elie..... | Three-Riv. & St-Maurice..... | Q 204 30 | 97 50 | | 7 50 |
| St. Elizabeth..... | Provencher..... | M 74 90 | 18 75 | | |
| St. Elizabeth de Warwick..... | Drummond & Artha'ka..... | Q 68 70 | 32 50 | | 2 50 |
| St. Elmo..... | Glengarry..... | Q 58 13 | 30 00 | | |
| St. Eloi Station..... | Témiscouata..... | Q 110 49 | 24 00 | | |
| St. Elphège..... | Yamaska..... | Q 125 22 | +54 00 | | 3 75 |
| St. Elzéar de Ham..... | Richmond & Wolfe..... | Q 19 71 | 18 75 | | |
| St. Elzéar de Laval..... | Laval..... | Q 182 55 | 60 00 | | 3 75 |
| St. Emilie Junction..... | Joliette..... | Q 25 50 | 18 75 | | |
| St. Emile de Montcalm..... | Montcalm..... | Q 46 85 | 24 00 | | |
| St. Emile de Suffolk..... | Labelle..... | Q 122 09 | 66 00 | 3 75 | 7 50 |
| St. Ephrem Station..... | Beauce..... | Q 101 10 | 33 00 | | 3 75 |
| St. Esprit..... | Richmond..... | N. S. 29 80 | 18 75 | | |
| St. Etienne de Beauharnois..... | Beauharnois..... | Q 93 75 | 36 00 | | 3 75 |
| St. Etienne de Bolton..... | Brome..... | Q 68 46 | 30 00 | | |
| St. Etienne des Grés..... | Three-Riv. & St-Maurice..... | Q 135 76 | 63 75 | | 3 75 |
| St. Eugène de Grantham..... | Drummond & Artha'ka..... | Q 191 90 | 82 50 | 4 50 | 7 50 |
| St. Eugene Mission..... | Kootenay..... | B. C. 6 75 | 18 75 | | |
| St. Eustache..... | Macdonald..... | M 86 20 | 44 00 | | 3 75 |
| St. Eusebe..... | Témiscouata..... | Q 65 00 | 30 00 | | |
| St. Fabien..... | Kent..... | N. B. 18 00 | 18 75 | | |
| St. Famille de Demeules..... | Chicoutimi & Saguenay..... | Q 15 48 | 18 75 | | |
| St. Faustin Station..... | Terrebonne..... | Q 179 00 | 66 00 | | 3 75 |
| St. Felix..... | Souris..... | M 4 00 | 18 75 | | |
| St. Fereol..... | Montmorency..... | Q 53 50 | 18 75 | | |
| St. Fidele..... | Charlevoix..... | Q 73 50 | 34 50 | | 3 75 |
| St. Flavie..... | Rimouski..... | Q 110 95 | 54 00 | | 3 75 |
| St. Florence..... | Rimouski..... | Q 85 15 | 45 01 | | 3 75 |
| St. Flore Station..... | Three-Riv. & St-Maurice..... | Q 50 00 | 19 50 | | |
| St. Fortunat..... | Richmond & Wolfe..... | Q 90 80 | 48 00 | 2 25 | 2 75 |
| St. Francis Harbour..... | Guy's-borough..... | N. S. 25 71 | 18 75 | | |
| St. François de Kent..... | Kent..... | N. B. 30 66 | 21 00 | | |
| St. François d'Assise..... | Bonaventure..... | Q 6 00 | 18 75 | | |
| St. François de Madawaska..... | Victoria..... | N. B. 176 90 | 58 50 | | 3 75 |
| St. François de Sales, Station..... | Laval..... | Q 137 38 | 75 00 | | 7 50 |
| St. François d'Orléans..... | Montmorency..... | Q 42 30 | 18 75 | | |
| St. François, Ste. Anne..... | Témiscouata..... | Q 40 42 | 18 75 | | |
| St. François Xavier..... | Macdonald..... | M 117 83 | 51 00 | | 3 75 |
| St. François Xavier de Viger..... | Témiscouata..... | Q 13 20 | 18 75 | | |
| St. François Xavier de Brompton..... | Richmond & Wolfe..... | Q 108 75 | 46 50 | | 3 75 |
| St. Gabriel de Rimouski..... | Rimouski..... | Q 185 55 | 81 00 | 2 25 | 7 50 |
| St. George..... | Selkirk..... | M 18 50 | 18 75 | | |
| St. George de Malbaie..... | Gaspé..... | Q 45 80 | 21 00 | 2 25 | |
| St. Georges..... | King's..... | P. E. I. 35 73 | 18 75 | | |
| St. George's Channel..... | Richmond..... | N. S. 30 00 | 18 75 | | |
| St. Gérard de Montarville..... | Labelle..... | Q 119 17 | 52 50 | 7 50 | 3 75 |
| St. Gérard d'Yamaska..... | Yamaska..... | Q 14 00 | 2 08 | | |
| St. Gilbert..... | Portneuf..... | Q 49 63 | 21 25 | | |
| St. Gilbert..... | Prince..... | P. E. I. 10 00 | 18 75 | | |
| St. Gilles..... | Lotbinière..... | Q 111 25 | 39 00 | | 3 75 |

a Open-d 1-3-07.

b Late St. Eusebe deCabano.

+ Including \$3, night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--|---------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| St. Godfroy..... | Bonaventure.....Q | 105 52 | ++58 00 | 2 25 | 3 75 |
| St. Grégoire..... | Kent.....N.B | 18 75 | 18 75 | | |
| St. Guillaume Station..... | Yamaska.....Q | 147 25 | 67 50 | | 3 75 |
| St. Hélène de Chester..... | Drummond & Arthabaska.Q | 53 24 | 36 00 | | 3 75 |
| St. Helen's..... | Huron, W.R.....Q | 146 50 | 60 00 | | 3 75 |
| St. Helier..... | Gaspé.....Q | 12 00 | 12 50 | | |
| St. Hermas-Station..... | Two Mountains.....Q | 45 50 | 22 50 | | |
| St. Hilaire..... | Victoria.....N.B | 37 26 | 18 75 | | |
| St. Hilaire de Dorset..... | Beauce.....Q | 9 56 | 18 75 | | |
| St. Hilaire du Lac Saint Jean..... | Chicoutimi & Saguenay.Q | 51 00 | 27 00 | | |
| St. Hippolyte de Kilkenny..... | Terrebonne.....Q | 153 08 | 51 00 | | 3 75 |
| St. Ignace..... | Kent.....N.B | 42 36 | 18 75 | | |
| St. Ignace du Lac..... | Maskinonge.....Q | 16 25 | 12 50 | | |
| St. Ignace de Loyola..... | Berthier.....Q | 38 50 | 18 75 | | |
| St. Ignace de Québec..... | Québec.....Q | 4 00 | 18 75 | | |
| *St. Irène les Bains..... | Charlevoix.....Q | 47 00 | 30 00 | | |
| St. Isidore..... | Gloucester.....N.B | 83 65 | 33 00 | | 2 50 |
| St. Isidore de Bellevue..... | Humboldt.....Sask | 12 36 | 18 75 | | |
| St. Isidore de Gaspé..... | Gaspé.....Q | 12 27 | 18 75 | | |
| St. Isidore de Pontiac..... | Pontiac.....Q | 40 00 | 18 75 | | |
| St. Isidore Junction..... | Laprairie & Napierville.Q | 117 93 | 37 50 | | |
| St. Ives..... | Middlesex, E.R.....O | 26 25 | 18 75 | | |
| St. Jacques..... | Victoria.....N.B | 95 78 | 41 25 | | 3 75 |
| St. Jacques Nord..... | Montcalm.....Q | 28 25 | 18 75 | | |
| St. Jacques le Mineur..... | Laprairie & Napierville.Q | 164 51 | 48 00 | | 3 75 |
| St. James..... | Macdonald.....M | 95 00 | 28 50 | | |
| St. James Park..... | City of London.....O | | | | |
| St. Jean Baptiste..... | Kent.....N.B | 99 50 | 36 00 | | 3 75 |
| St. Jean Baptiste de Rouville..... | Rouville.....Q | 168 90 | 64 50 | | 3 75 |
| St. Jean Chrystôme, Lévis..... | Lévis.....Q | 87 50 | 40 50 | | 3 75 |
| St. Jean de Dieu..... | Témiscouata.....Q | 172 75 | 70 50 | | 6 25 |
| St. Jean de la Croix (sub-office)..... | Maison-nuve.....Q | | + | | |
| St. Jean des Piles..... | Champlain.....Q | 120 69 | 34 50 | | 3 75 |
| St. Jean Port Joli, Station..... | L'Islet.....Q | 55 30 | 18 75 | | |
| St. Joachim de Berthier..... | Berthier.....Q | 22 00 | 16 66 | | |
| St. Joachim de Courval..... | Yamaska.....Q | 49 70 | 28 50 | | |
| St. Joachim de Shefford..... | Shefford.....Q | 80 94 | 31 00 | | |
| St. John's, West..... | Welland.....Q | 44 42 | 25 50 | | |
| St. Joseph..... | Antigonish.....N.S | 51 23 | 25 50 | | |
| St. Joseph..... | Provencher.....M | 31 95 | 18 75 | | |
| St. Joseph de Kent..... | Kent.....N.B | 16 00 | 18 75 | | |
| St. Joseph de Lepage..... | Rimouski.....Q | 40 61 | 21 25 | | |
| St. Joseph de Lévis..... | Lévis.....Q | 138 23 | 46 50 | | 3 75 |
| St. Joseph de Mekinae..... | Champlain.....Q | 30 48 | 18 75 | | |
| St. Joseph de Nicolet..... | Nicolet.....Q | 25 41 | 18 75 | | |
| St. Joseph de Sorel..... | Richelieu.....Q | 182 21 | 72 00 | | 7 50 |
| St. Joseph du Lac..... | Two Mountains.....Q | 84 27 | 33 00 | 2 25 | 3 75 |
| St. Jovite Station..... | Terrebonne.....Q | 98 33 | 50 00 | | 3 75 |
| St. Julien..... | Humboldt.....Sask | 7 09 | 18 75 | | |
| St. Julienne Station..... | Montcalm.....Q | 7 50 | 25 25 | | |
| St. Julie Station..... | Megantic.....Q | 141 46 | 71 25 | 3 75 | 7 50 |
| St. Lambert de Lévis..... | Lévis.....Q | 115 66 | 49 00 | 5 25 | 3 75 |
| St. Lawrence..... | Frontenac.....O | 23 23 | 18 75 | | |
| St. Lazare..... | Marquette.....M | 142 00 | 25 50 | | |
| St. Lazare de Vaudreuil..... | Vaudreuil.....Q | 107 45 | 48 00 | | 3 75 |
| St. Lazare Station..... | Vaudreuil.....Q | 28 50 | 18 75 | | |

b Opened 1-10-06. c Opened 1-8-06. ++ Including \$9. night allowance. § For Revenue, &c., see Appendix C, London sub-offices, & + For Revenue, &c., see Appendix C, Montreal sub-offices, &c.

* Summer Office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------------|-------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (Based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| St. Leandre | Rimouski | 32 61 | 18 75 | | |
| St. Leon | Macdonald | 44 08 | 30 00 | | |
| St. Leonin | Gloucester | 44 00 | 18 75 | | |
| St. Leon Hot Springs | Kootenay | 64 00 | 27 00 | | |
| St. Léonard de Chicoutimi | Chicoutimi & Saguenay | 19 61 | 18 75 | | |
| St. Leonard de Port Maurice | Laval | 56 00 | 21 00 | | |
| St. Leon le Grand | Rimouski | 60 02 | 27 00 | | |
| St. Liguori | Montcalm | 95 94 | 39 00 | | 3 75 |
| St. Louis | Prince | 107 75 | 46 50 | 8 25 | 3 75 |
| St. Louis | Humboldt | 40 67 | 22 50 | | |
| St. Louis de Bonsecours | Richelieu | 72 30 | 27 00 | | |
| St. Louis de Champlain | Champlain | 54 25 | 25 50 | | |
| St. Louis Station | Beauharnois | 83 25 | 33 00 | | 2 50 |
| St. Luc | Kent | 6 25 | 18 75 | | |
| St. Luc | St. John's & Iberville | 68 34 | 24 00 | | |
| St. Luc de Matane | Rimouski | 44 03 | 18 75 | | |
| Ste. Lucie | Rimouski | 57 38 | 33 00 | | |
| Ste. Lucie de Doncaster | Terrebonne | 158 29 | 52 50 | 13 50 | 3 75 |
| St. Lucien | Drummond & Artibaska | 40 75 | 18 75 | | |
| St. Majorique | Drummond & Artibaska | 66 00 | 22 50 | | |
| St. Malo | Compton | 200 04 | 71 25 | | 7 50 |
| St. Malo | Provencher | 78 42 | 52 50 | | 3 75 |
| St. Malo Station | Compton | 94 11 | 31 50 | | |
| St. Marcel de L'Islet | L'Islet | 99 55 | 37 50 | | 3 75 |
| St. Marcel de Richelieu | Richelieu | 102 70 | 37 50 | | 3 75 |
| Ste. Margaret's | King's | 38 23 | 18 75 | | |
| Ste. Marguerite Station | Terrebonne | 23 00 | 22 50 | | |
| Ste. Marie de Blandford | Nicolet | 57 50 | 30 00 | | |
| Ste. Marie de Charlevoix | Charlevoix | 8 15 | 18 75 | | |
| Ste. Marie de Ste. Marthe | Vaudreuil | 43 27 | 24 00 | | |
| Ste. Marie Salomé | Montcalm | 81 66 | 28 50 | | |
| St. Marks | Macdonald | 21 50 | 18 75 | | |
| Ste. Marthe | Vaudreuil | 151 00 | 63 00 | | 3 75 |
| Ste. Mary's | Assa West | 12 00 | 18 75 | | |
| Ste. Mary's d'Ely | Shefford | 18 71 | 18 75 | | |
| Ste. Mary's River | Guy'sborough | 14 25 | 18 75 | | |
| Ste. Mary's Road | King's | 17 00 | 18 75 | | |
| Ste. Mary's Road East | King's | 7 00 | 18 75 | | |
| St. Mathias | Rouville | 125 81 | 45 00 | | 3 75 |
| St. Mathieu | Rimouski | 131 14 | 49 50 | | 3 75 |
| St. Maurice | Restigouche | 4 00 | 18 75 | | |
| St. Maurice | Kent | 10 00 | 18 75 | | |
| St. Maxime | Beauce | 55 99 | 22 50 | | |
| Ste. Mélanie | Juliette | 119 50 | 35 00 | | 2 50 |
| St. Michel | Victoria | 16 00 | 18 75 | | |
| St. Michel de Napierville | Laprairie & Napierville | 188 00 | 85 50 | 9 00 | 7 50 |
| St. Michel de Rouge-mont | Rouville | 177 61 | 60 00 | | 3 75 |
| St. Michel des Saints | Berthier | 189 99 | 60 00 | | 3 75 |
| St. Michel de Wentworth | Argent-euil | 17 00 | 18 75 | | |
| St. Michel Station | Laprairie & Napierville | 51 00 | 18 75 | | |
| Ste. Modeste | Temiscouata | 85 10 | 30 00 | | |
| St. Moïse | Rimouski | 123 50 | 43 50 | | 3 75 |
| Ste. Monique des Deux Montagnes | Two Mountains | 136 51 | 48 75 | | 3 75 |
| St. Nazaire | Bagot | 170 01 | 66 00 | | 3 75 |
| St. Nazaire de Buckland | Dorchester | 29 92 | +28 75 | | |
| St. Nérée | Bellechasse | 94 10 | 48 00 | | 3 75 |
| St. Nicholas | Levis | 142 10 | 58 50 | 7 50 | 3 75 |
| St. Nicholas-Est | Levis | 10 23 | 18 75 | | |

+ Including 87.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------------|--|----------|---|--------------------|-----------------|
| | | | <i>based on revenue of previous year.</i> | | |
| | | § cts. | § cts. | § cts. | § cts. |
| St. Norbert..... | Kent.....N.B. | 40 77 | 18 75 | | |
| St. Norbert Station..... | Berthier.....Q | 26 00 | 18 75 | | |
| St. Ola..... | Hastings, E.R.....O | 125 30 | 70 50 | | 7 50 |
| St. Omer..... | Bonaventure.....Q | 168 05 | 61 50 | | 6 25 |
| St. Onésime..... | Kamouraska.....Q | 71 95 | 30 00 | | |
| St. Onge..... | Russell.....O | 205 90 | 82 50 | | 7 50 |
| St. Onens..... | Selkirk.....M | 73 00 | 33 50 | | 2 50 |
| St. Ours Lock..... | Richelieu.....Q | 59 00 | 27 00 | | |
| St. Patrick..... | Simcoe, E.R.....O | 24 77 | 18 75 | | |
| St. Patrick..... | Temiscouata.....Q | 67 00 | ††51 00 | | |
| St. Patrick's Channel..... | North Cape Breton and Victoria.....N.S | 13 00 | †21 75 | | |
| St. Patrick's Road..... | King's.....P.E.I | 9 25 | 18 75 | | |
| St. Paul de la Croix..... | Temiscouata.....Q | 83 00 | 25 50 | | |
| St. Paul de Metis..... | Edmonton.....Sask | 83 50 | 18 75 | | |
| St. Paul d'Industrie..... | Joliette.....Q | 64 55 | 22 50 | | |
| St. Paul Est..... | Montmagny.....Q | 18 87 | 18 75 | | |
| St. Paul's..... | Pictou.....N.S | 26 00 | 18 75 | | |
| St. Paul's Island..... | North Cape Breton and Victoria.....N.S | 11 50 | 25 00 | | |
| St. Paul's Station..... | Perth, S.R.....O | 79 94 | 36 00 | 12 00 | 3 75 |
| St. Philippe de Chester..... | Drummond & Arthabaska.....Q | 45 36 | 25 50 | | |
| St. Philomene Station..... | Chateauguay.....Q | 17 00 | 18 75 | | |
| St. Pie..... | Provencher.....M | 5 00 | 18 75 | | |
| St. Pie de Guire..... | Yamaska.....Q | 117 00 | 52 50 | | 3 75 |
| St. Pierre..... | Kent.....N.B | 18 00 | 18 75 | | |
| St. Pierre de Charlesbourg..... | Quebec.....Q | 30 50 | 18 75 | | |
| St. Pierre de Sorel..... | Richelieu.....Q | 16 00 | 18 75 | | |
| St. Pierre de Wakefield..... | Wright.....Q | 41 73 | 18 75 | | |
| St. Pierre d'Orleans..... | Montmorncy.....Q | 38 58 | 18 75 | | |
| St. Polycarpe, Junction..... | Soulanges.....Q | 78 25 | 31 50 | | |
| St. Raphael..... | Prince.....P.E.I | 13 15 | 18 75 | | |
| St. Raphael West..... | Glengarry.....O | 163 60 | 66 00 | | 3 75 |
| St. Raymond..... | Provencher.....M | 16 48 | 18 75 | | |
| St. Redempteur..... | Vaudreuil.....Q | 56 73 | 33 00 | | |
| St. Regis..... | Huntingdon.....Q | 20 81 | 18 75 | | |
| St. Robert..... | Richelieu.....Q | 108 00 | 46 50 | | 3 75 |
| St. Roch de Richelieu..... | Richelieu.....Q | 136 22 | 51 00 | | 3 75 |
| St. Romain..... | Compton.....Q | 120 45 | *76 00 | | 3 75 |
| Ste. Rosalie..... | Bagot.....Q | 166 10 | 48 75 | | 3 75 |
| Ste. Rose..... | Inverness.....N.S | 21 95 | 18 75 | | |
| Ste. Rose de Lima..... | Wright.....Q | 214 74 | 68 00 | 19 50 | 6 25 |
| Ste. Rose de Watford..... | Dorchester.....Q | 80 20 | 33 00 | 2 25 | |
| St. Rosette..... | Gloucester.....N.B | 14 60 | 18 75 | | |
| St. Sabine..... | St. John's & Iberville.....Q | 37 25 | 18 75 | | |
| St. Sabine de Bellechasse..... | Bellechasse.....Q | 15 00 | 4 16 | | |
| St. Samuel de Horton..... | Nicolet.....Q | 93 64 | 31 00 | | |
| St. Samuel Station..... | Compton.....Q | 38 00 | 18 75 | | |
| St. Sebastien..... | St. John's & Iberville.....Q | 269 24 | *139 50 | 2 25 | 11 25 |
| St. Sebastien Station..... | Beauce.....Q | 38 44 | 21 00 | | |
| St. Sévère..... | Three Riv. & St. Maurice.....Q | 112 19 | 52 50 | | 3 75 |
| St. Séverin de Beauvillage..... | Beauce.....Q | 83 00 | 41 00 | | 2 50 |
| St. Siméon..... | Charlevoix.....Q | 138 49 | **52 50 | | 3 75 |
| St. Simon..... | Gloucester.....N.B | 7 00 | 18 75 | | |
| St. Sixte..... | Labelle.....Q | 82 35 | § 46 50 | | 3 75 |
| St. Sophie de Lacorne..... | Terrebonne.....Q | 84 69 | 36 00 | | 3 75 |

a Opened 1-2-07. b Summer office. * Including \$15 night allowance. † Including \$3 night allowance.
 †† Including \$20 summer salary allowance. ††† Including \$7.50 night allowance.
 § Including \$9 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------------|-----------------------------|---------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Ste. Sophie de Mégantic..... | Mégantic..... | Q 114 38 | 41 25 | | 3 75 |
| St. Stanislas..... | Chicoutimi & Saguenay | Q..... | 4 16 | | |
| St. Sulpice..... | L'Assomption..... | Q 30 75 | 18 75 | | |
| St. Sylvestre, West..... | Lotbinière..... | Q 66 25 | 37 00 | 4 50 | 2 50 |
| St. Teresa..... | King's..... | P. E. I 56 90 | 27 00 | | |
| St. Théodore..... | Montcalm..... | Q 164 45 | 67 50 | | 7 50 |
| St. Théodore d'Acron..... | Bagot..... | Q 195 68 | 82 50 | | 7 50 |
| Ste. Théodosie..... | Chambiy & Verchères..... | Q 54 25 | 40 50 | | 3 75 |
| St. Théophile..... | Beauce..... | Q 68 34 | 30 00 | | |
| Ste. Therèse..... | Russell..... | O 51 80 | 18 75 | | |
| St. Thomas..... | Carleton..... | N. B 9 00 | 18 75 | | |
| St. Thomas d'Aquin..... | St. Hyacinthe..... | Q 79 50 | 18 75 | 2 25 | |
| St. Thomas de Joliette..... | Joliette..... | Q 144 25 | 48 75 | | 3 75 |
| St. Thomas de Kent..... | Kent..... | N. B 21 00 | 18 75 | | |
| St. Thuribe..... | Portneuf..... | Q 116 14 | 43 50 | | 3 75 |
| St. Timothy..... | Prince..... | P. E. I 15 00 | 18 75 | | |
| St. Tite des Caps..... | Montmorceny..... | Q 102 42 | * 74 25 | | 3 75 |
| St. Urbain de Châteauguay..... | Châteauguay..... | Q 120 36 | 37 50 | | 3 75 |
| St. Valentin..... | St. John's & Iberville..... | Q 158 35 | 75 00 | 15 00 | 7 50 |
| St. Valere de Bulstrode..... | Drummond & Arthabaska | Q 103 80 | 30 00 | | 3 75 |
| St. Valerien de Rimouski..... | Rimouski..... | Q 84 00 | 31 50 | | |
| St. Veronique..... | Labelle..... | Q 53 84 | 21 00 | | |
| St. Victoire..... | Richelieu..... | Q 85 50 | 30 00 | | |
| St. Victor Station..... | Beauce..... | Q 84 43 | + 49 50 | | 3 75 |
| St. Vital..... | Provencher..... | M 28 95 | 18 75 | | |
| St. Vital, East..... | Provencher..... | M 5 20 | 18 75 | | |
| St. Yvon..... | Gaspé..... | Q 31 29 | 18 75 | | |
| St. Zénon..... | Berthier..... | Q 121 00 | 36 00 | 1 50 | 3 75 |
| St. Zotique..... | Soulanges..... | Q 124 04 | 39 00 | | 3 75 |
| Sable..... | Middlesex, N. R..... | O 24 00 | 18 75 | | |
| Sable River..... | Shelburne & Queen's, N. S. | 138 69 | 78 00 | 15 00 | 7 50 |
| Sable River, West..... | Shelburne & Queen's, N. S. | 60 25 | 35 00 | | |
| Sabrevois..... | St. John's & Iberville..... | Q 266 80 | 65 00 | | 6 25 |
| Sacré Cœur de Marie..... | Mégantic..... | Q 92 15 | 33 75 | | 3 75 |
| Sacred Heart..... | Edmonton..... | Alta 27 09 | 18 75 | | |
| Saddle Lake..... | Edmonton..... | Alta 84 41 | 33 75 | 7 50 | |
| Sadowa..... | Victoria & Haliburton..... | O 24 56 | 18 75 | | |
| Sahanatien..... | Muskoka..... | O 12 50 | 18 75 | | |
| Sailor's Hope..... | King's..... | P. E. I 14 00 | 18 75 | | |
| Sainfield..... | Ontario, S. R..... | O 120 73 | 49 50 | | 3 75 |
| Saints Auges..... | Beauce..... | Q 62 01 | 29 00 | | |
| Saintsbury..... | Middlesex, N. R..... | O 14 40 | 18 75 | | |
| Salem..... | Wellington, S. R..... | O 218 66 | 93 00 | | 7 50 |
| Salem..... | King's & Albert..... | N. B 8 00 | 18 75 | | |
| Salem..... | Cumberland..... | N. S 19 75 | 18 75 | 2 25 | |
| Salem..... | Yarmouth..... | N. S 135 00 | 75 00 | | 7 50 |
| Salem Corners..... | Victoria & Haliburton..... | O 23 95 | 18 75 | | |
| Salem Road..... | South Cape Breton..... | N. S 12 50 | 18 75 | | |
| Salford..... | Oxford, S. R..... | O 90 00 | 45 00 | | 3 75 |
| Salina..... | King's & Albert..... | N. B 17 95 | 18 75 | | |
| Salisbury..... | Bruce, S. R..... | O 13 00 | 18 75 | | |
| Salkeld..... | Charlotte..... | N. B 34 75 | 18 75 | | |
| Salmon Bay..... | Chicoutimi & Saguenay | Q 10 45 | 18 75 | | |
| Salmon Beach..... | Gloucester..... | N. B 16 00 | 18 75 | | |
| Salmon Creek..... | Sunbury & Queen's..... | N. B 29 15 | 18 75 | | |
| Salmondale..... | Sunbury & Queen's..... | N. B 24 75 | 18 75 | | |
| Salmonhurst..... | Victoria..... | N. B 69 20 | 30 00 | 6 00 | |
| Salmon Point..... | Prince Edward..... | O 27 71 | 18 75 | | |

* Including \$18 night allowance.

a Closed 31-8-06.

+ Including \$9 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------|---------------------|----------|--------|---|----------------------------|-------------------------|
| | | § | cts. | § | § | § |
| Salmon River | St. John | N.B. | 59 00 | 18 75 | | |
| Salmon River | South Cape Breton | N.S. | 12 00 | 18 75 | | |
| Salmon River Lake | Guysborough | N.S. | 15 25 | 18 75 | | |
| Saltford | Huron | W.R. | 139 77 | 78 75 | | 7 50 |
| Saltaux | Strathcona | Alta | 24 45 | 18 75 | | |
| d Saltoun | Qu'Appelle | Sask | | 13 99 | | |
| Salt Springs | King's & Albert | N.B. | 23 75 | 18 75 | | |
| Salt Springs | Pictou | N.S. | 80 00 | 39 00 | 7 50 | 3 75 |
| Salt Springs | Antigonishe | N.S. | 11 30 | 18 75 | 6 75 | |
| Salt Springs Station | Cumberland | N.S. | 59 93 | 28 50 | | |
| Sambro | Halifax | N.S. | 140 87 | 68 00 | | 6 25 |
| e Sampsonston | Calgary | Alta | 31 00 | 12 50 | | |
| Samsonville | Richmond | N.S. | 13 50 | 18 75 | | |
| Sanborn | Richmond & Wolfe | Q | 21 50 | 18 75 | | |
| Sancte Andrea | Assa. East | Sask | 1 00 | 18 75 | 2 25 | |
| Sand Bay | Leeds | O | 5 00 | 18 75 | | |
| Sand Beach | Yarmouth | N.S. | 7 15 | 18 75 | | |
| Sandfield | Algoma | E.R. | O | 62 00 | 40 50 | 3 75 |
| Sandford | Ontario | N.R. | O | 109 75 | 49 50 | 3 75 |
| Sandford | Yarmouth | N.S. | 61 75 | 26 25 | | |
| Sand Hill | Compton | Q | 24 25 | 18 75 | | |
| Sandhurst | Lennox & Addington | O | 55 46 | 22 50 | | |
| Sandilands | Provencher | M | 42 96 | 28 50 | | |
| Sand Lake | Parry Sound | O | 36 36 | 18 75 | | |
| Sandown | Prescott | O | 24 95 | 18 75 | | |
| Sand Point | Guysborough | N.S. | 19 90 | 18 75 | | |
| Sand Point Road | St. John | N.B. | | * | | |
| Sandridge | Dauphin | M | 22 98 | 18 75 | | |
| e Sandstone | Calgary | Alta | 45 00 | 2 08 | | |
| Sandringham | Stormont | O | 93 24 | 27 00 | | |
| Sand River | Cumberland | N.S. | 130 77 | 49 50 | | 3 75 |
| Sandusk | Haldimand | O | 37 99 | 25 50 | | |
| Sandwick | Comox-Atlin | B.C. | 133 86 | 58 50 | | 3 75 |
| Sandy Beach Centre | Gaspé | Q | 245 26 | 96 00 | | 10 00 |
| Sandy Bay | Dauphin | M | 27 50 | 18 75 | | |
| Sandy Point | Shelburne & Queen's | N.S. | 193 11 | 73 50 | | 7 50 |
| Sangster | Frontenac | O | 15 95 | 18 75 | | |
| Sapton | Selkirk | M | 17 78 | 18 75 | 2 25 | |
| Saraguayville | Jacques Cartier | Q | 5 45 | 18 75 | | |
| Sarepta | Huron | S.R. | O | 41 75 | 27 00 | |
| Sargent | Northumberland | N.B. | 8 50 | 18 75 | | |
| Sarginson | Hastings | W.R. | O | 20 35 | 18 75 | |
| Saron | Strathcona | Alta | 32 00 | 18 75 | | |
| Sartell | King's & Albert | N.B. | 12 00 | 18 75 | | |
| Sarty's | Lunenburg | N.S. | 9 25 | 18 75 | | |
| Saskatchewan Landing | Assa. West | Sask | 68 78 | 25 50 | | |
| Saturna | Nanaimo | B.C. | 41 62 | 37 50 | | 3 75 |
| Sauble Falls | Bruce | N.R. | O | 31 69 | 22 50 | |
| Saulnierville Station | Digby | N.S. | 36 68 | 18 75 | | |
| Sault à la Puce | Montmorency | Q | 20 40 | 18 75 | | |
| b Sault au Monton | Chic. & Sag. | Q | 117 04 | 16 66 | | |
| Saurin | Simcoe | N.R. | O | 39 98 | 18 75 | |
| Savage Harbour | King's | P.E.I. | O | 11 25 | 18 75 | |
| Savage's Mills | Shefford | Q | 22 00 | 21 00 | | |
| Savanne | Thunder B. & Rainy | R.O. | 354 19 | 126 00 | | 11 25 |
| Savoie | Megantic | Q | 8 02 | 18 75 | | |
| Savona | Yale & Caribou | B.C. | 225 78 | †100 75 | | 7 50 |

* For Revenue, &c., see Appendix C. under St. John Sub-Offices, &c. b Opened 1-8-06. c Opened 1-10-06. d Closed 26-10-06. e Opened 1-3-07. † Including \$13.75 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------------|-----------------------------------|----------|---|---------|----------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | | |
| Savoy | Northumberland | N.B. | 12 70 | 18 75 | | |
| Savoy Landing | Gloucester | N.B. | 18 00 | 18 75 | | |
| <i>b</i> Saxon Hill | Assa, E. | Sask. | 12 00 | 10 41 | | |
| Seadouc | Westmoreland | N.B. | 35 00 | 18 75 | | |
| Scandinavia | Marquette | M. | 49 55 | 21 00 | 2 25 | |
| Scanterbury | Selkirk | M. | 11 43 | 18 75 | | |
| Scarborough Junction | York, C.R. | O. | 181 00 | 60 00 | | 3 75 |
| Scarsdale | Lunenburg | N.S. | 29 00 | 18 75 | | |
| Scatarie Island | South Cape Breton | N.S. | 27 70 | 18 75 | | |
| [*] Schooner Passage | Comox, Atlin | B.C. | 15 00 | | | |
| Schutt | Renfrew, S.R. | O. | 26 86 | 18 75 | | |
| Schwartz | Pontiac | Q. | 33 05 | 18 75 | | |
| Schyan | Pontiac | Q. | 192 00 | 72 50 | 2 50 | 6 25 |
| Science Hill | Perth, S.R. | O. | 26 51 | 18 75 | | |
| Scena | Strathcona | Alta | 26 47 | 18 75 | | |
| Scotch Bay | Dauphin | M. | 31 85 | 18 75 | 9 00 | |
| Scotch Block | Halton | O. | 27 25 | 18 75 | | |
| Scotchfort | Queen's | P.E.I. | 14 75 | 18 75 | | |
| Scotch Hill | Inverness | N.S. | 8 00 | 18 75 | | |
| Scotch Lake | York | N.B. | 18 75 | 18 75 | | |
| Scotch Lake | North Cape Breton and Victoria | N.S. | 24 18 | 18 75 | | |
| Scotch Line | Lanark, S.R. | O. | 44 21 | 24 00 | | |
| Scotch Ridge | Charlotte | N.B. | 27 50 | 18 75 | | |
| Scotch Road | Argenteuil | Q. | 21 00 | 18 75 | | |
| Scotch Settlement | Westmoreland | N.B. | 16 00 | 18 75 | | |
| Scotch Town | Sunbury & Queen's | N.B. | 29 90 | 18 75 | | |
| Scotch Weedon | Compton | Q. | 14 50 | 18 75 | | |
| Scotia | Parry Sound | O. | 105 76 | 41 25 | | 3 75 |
| Scotsburn | Pictou | N.S. | 15 41 | 18 75 | | |
| Scottsville | Inverness | N.S. | 17 00 | 18 75 | 2 25 | |
| Scott Brook | Charlotte | N.B. | 22 01 | 18 75 | | |
| Scott Mills | York | N.B. | 55 50 | 18 75 | | |
| <i>a</i> Scott Road | Westmoreland | N.B. | 13 70 | 12 50 | | |
| Scott's Bay | King's | N.S. | 82 26 | 36 00 | | 3 75 |
| Scott's Bay Road | King's | N.S. | 25 37 | 18 75 | | |
| Scottsmore | Missisquoi | Q. | 19 81 | 18 75 | | |
| Scottsville | Middlesex, E.R. | O. | 36 55 | 18 75 | | |
| Scribner | King's & Albert | N.B. | 14 20 | 18 75 | | |
| Sudder | Essex, S.R. | O. | 106 37 | 36 00 | | 2 50 |
| Seugog | Ontario, S.R. | O. | 33 25 | 18 75 | | |
| Seabright | Halifax | N.S. | 73 28 | 30 00 | | |
| Sea Cow Pond | Prince | P.E.I. | 12 00 | 18 75 | | |
| Sea Dog Cove | King's & Albert | N.B. | 7 00 | 18 75 | | |
| Seafoan | Pictou | N.S. | 18 75 | 18 75 | | |
| Seaforth | Halifax | N.S. | 62 47 | 34 50 | | |
| Seagrave | Ontario, S.R. | O. | 206 83 | 93 75 | | 7 50 |
| <i>c</i> Sea Gull | Algoma, W.R. | O. | 9 59 | 14 58 | | |
| Seal Cove | Charlotte | N.B. | 197 57 | 76 50 | | 7 50 |
| Seal Cove | Gaspé | Q. | 71 26 | 40 00 | | |
| Seal Harbour | Guy'sborough | N.S. | 26 05 | 18 75 | | |
| <i>d</i> Seal Island | Shelburne & Queen's | N.S. | 22 00 | 25 00 | | |
| Seamo | Dauphin | M. | 44 70 | 27 00 | 7 50 | |
| Searletown | Prince | P.E.I. | 53 10 | 25 50 | | |
| Sea Side | Restigouche | N.B. | 20 50 | 18 75 | | |
| Seaview | Richmond | N.S. | 9 80 | 18 75 | | |
| Seaview | St. John | N.B. | 4 00 | 18 75 | | |

* Summer Office.

† Including \$10 night allowance.

‡ Credit for New Office not yet opened.

a Opened 1-10-06.*b* Opened 1-11-06.*c* Closed 1-1-07.*c* Re-opened 1-3-07.*d* Winter Office.

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|-----------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Sea View | Queen's P.E.I. | 68 71 | 46 00 | | 3 75 |
| Sebright | Ontario, N.R. | 143 00 | 60 00 | 3 75 | 3 75 |
| Sechelt | Comox-Atlin B.C. | 165 23 | 48 00 | | 3 75 |
| Seckerton | Lambton, W.R. | 26 20 | 21 25 | | |
| Second Falls | Charlotte N.B. | 18 75 | 18 75 | | |
| Second Peninsula | Lunenburg N.S. | 7 75 | 18 75 | | |
| Second Westcock | Westmoreland N.B. | 0 25 | 18 75 | | |
| Seeburn | Marquette M. | 20 65 | 18 75 | | |
| Seely | Muskoka O. | 21 95 | 18 75 | | |
| Seeley's Cove | Charlotte N.B. | 23 00 | 18 75 | | |
| Sefferensville | Lunenburg N.S. | 11 23 | 18 75 | | |
| Selby | Le-mox & Addington O. | 131 46 | 69 00 | | 7 50 |
| Selfridge Corner | King's N.S. | 12 00 | 18 75 | | |
| Selkirk Road | Queen's P.E.I. | 7 00 | 18 75 | | |
| Sellarville | Bonaventure Q. | 21 85 | 18 75 | | |
| Selmah | Hants N.S. | 92 25 | 45 00 | | 3 75 |
| Selton | Kent, E.R. | 44 27 | 18 75 | | |
| Selwood | Restigouche N.B. | 18 46 | 18 75 | | |
| Selwyn | Peterborough, W.R. | 106 00 | 57 75 | 2 25 | 3 75 |
| Semiwagan Ridge | Northumberland N.B. | 8 30 | 18 75 | | |
| Seven Islands | Chicoutimi & Saguenay Q. | 113 64 | 42 00 | | 3 75 |
| Seven Mile Ridge | Restigouche N.B. | 5 00 | 18 75 | | |
| Seven Persons | Assa, West. Alta. | 83 80 | 25 50 | | |
| Sevogle | Northumberland N.B. | 15 00 | 18 75 | | |
| Sewell | Portage la Prairie, M. | 23 75 | 18 75 | | |
| Shad Bay | Halifax N.S. | 14 50 | 18 75 | | |
| Shadeland | Lisgar M. | 31 28 | 18 75 | | |
| Shady Nook | Renfrew, N.R. | 42 00 | 18 75 | | |
| Shag Harbour | Shelburne & Queen's N.S. | 103 94 | 40 50 | | 3 75 |
| Shamrock | Renfrew, S.R. | 64 94 | 22 50 | 5 25 | |
| Shamrock | Prince P.E.I. | 18 75 | 18 75 | | |
| Shanawan | Macdonald M. | 76 50 | 33 75 | | 3 75 |
| Shandro | Edmonton, Alta. | | 18 75 | | |
| Shanick | Hastings, W.R. | 21 60 | 18 75 | | |
| Shanklin | St. John N.B. | 39 50 | 19 50 | | |
| Shanly | Grenville O. | 153 70 | 71 25 | | 7 50 |
| Shannon | Portneuf Q. | 5 60 | 18 75 | | |
| Shannon | Sunbury & Queen's N.B. | 59 00 | 25 50 | | |
| Shannon Hall | Muskoka C. | 11 00 | 18 75 | | |
| Shannonvale | Restigouche N.B. | 15 00 | 18 75 | | |
| Shanty Bay | Simcoe, N.R. | 147 75 | 71 25 | 3 75 | 3 75 |
| Sharp | King's & Albert N.B. | 10 25 | 18 75 | | |
| Sharp Corners | Lennox & Addington O. | 26 30 | 18 75 | | |
| Sharpton | Frontenac O. | 9 00 | 18 75 | | |
| *Shawanaga | Parry Sound O. | 20 00 | 25 50 | | |
| Shaw Brook | Westmoreland N.B. | 7 00 | 18 75 | | |
| Shawmigan Lake | Nanaimo B.C. | 243 04 | 90 00 | | 7 50 |
| Shawenigan Junction | Three Riv. & St. Maurice Q. | 116 94 | 43 50 | | 3 75 |
| Sheba | Sunbury & Queen's N.B. | 19 35 | 18 75 | | |
| Shebeshekong | Parry Sound O. | 17 15 | 18 75 | 2 25 | |
| Shediac Bridge | Westmoreland N.B. | 78 00 | 28 50 | 2 25 | |
| Shediac River | Westmoreland N.B. | 2 00 | 18 75 | | |
| Shediac Road | Westmoreland N.B. | 34 75 | 18 75 | | |
| Sheenborough | Pontiac Q. | 288 21 | 76 50 | 5 25 | 7 50 |
| Sheet Harbour Road | Halifax N.S. | 9 70 | 18 75 | | |
| Sheffield | Wentworth O. | 172 11 | 75 00 | | 7 50 |
| Sheffield Academy | Sunbury & Queen's N.B. | 101 50 | 33 00 | | 3 75 |
| Sheffield Mills | King's N.S. | 130 45 | 45 00 | | 3 75 |

+ Including \$12.50 night allowance ; \$5 of which is arrears.

* Winter Office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|--|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Sheffield Mills Station. | King's..... N.S. | 83 00 | 36 00 | | | 3 75 |
| Sherrington. | Shefford..... Q | 21 30 | 18 75 | | | |
| Shefford Mountain | Shefford..... Q | 13 25 | 18 75 | | | |
| Shefford Vale | Shefford..... Q | 9 25 | 18 75 | | | |
| Sheila | Gloucester..... N.B. | 105 50 | 60 00 | | | 3 75 |
| Sheldon | Simcoe, S.R..... O | 65 00 | 25 50 | | | |
| Sheldrake | Chicoutimi & Saguenay Q | 18 90 | * 31 25 | | | |
| Shell Brook | Sask..... Sask | 161 90 | 75 00 | 1 25 | | 7 50 |
| Shellmouth | Marquette..... M | 171 63 | 84 00 | | | 7 50 |
| Shenley Est. | Beauce..... Q | 45 66 | 18 75 | | | |
| Shenston | Thunder Bay & Rainy River..... O | 43 50 | 18 75 | | | |
| Shenstone | King's & Albert..... N.B. | 26 98 | 18 75 | | | |
| Shepard | Calgary..... Alta | 133 23 | 43 50 | | | 3 75 |
| Shepody Road | King's & Albert..... N.B. | 2 00 | 18 75 | | | |
| Sheppardton | Huron, W.R..... O | 55 25 | 22 50 | | | |
| Sheppardville | Souris..... M | 10 00 | 18 75 | | | |
| Sheridan | Halton..... O | 151 18 | 56 25 | | | 3 75 |
| Sherlock | King's & Albert..... N.B. | 1 51 | 18 75 | | | |
| Sherman Road | King's & Albert..... N.B. | 4 25 | 18 75 | | | |
| Sherwood | York, C.R..... O | 29 16 | 18 75 | | | |
| Sherwood Spring | Brockville..... O | 20 30 | 18 75 | | | |
| Shetland | Lambton, E.R..... O | 125 73 | 57 50 | | | 3 75 |
| Shields | Renfrew, N.R..... O | 15 00 | 18 75 | | | |
| Shigawake | Bonaventure..... Q | 241 52 | ++ 84 00 | | | 7 50 |
| Shillingthorpe | Mackenzie..... Sask | 18 00 | 18 75 | | | |
| Shiloh | Wellington, S.R..... O | 11 00 | 18 75 | | | |
| Shilson | Souris..... M | 28 85 | 18 75 | | | |
| Shimiceas Bridge | Cumberland..... N.S. | 50 00 | 25 50 | 2 25 | | |
| Shinnickburn | Northumberland..... N.B. | 18 75 | 18 75 | | | |
| Shipley | Macdonald..... M | 17 00 | 18 75 | | | |
| Ship Harbour | Halifax..... N.S. | 164 50 | 67 50 | | | 3 75 |
| Ship Harbour Lake | Halifax..... N.S. | 80 20 | 42 00 | 22 50 | | 2 50 |
| Shipka | Huron, S.R..... O | 36 20 | 25 50 | | | |
| Shipley | Perth, N.R..... O | 23 00 | 18 75 | | | |
| Shippigan Gully | Gloucester..... N.B. | 8 75 | 18 75 | | | |
| Shippigan Island | Gloucester..... N.B. | 26 75 | 18 75 | | | |
| Shipsaw | Chicoutimi & Saguenay Q | 21 96 | 18 75 | | | |
| Shirley | Ontario, S.R..... O | 1 00 | 18 75 | | | |
| Shirley | Nanaimo..... B.C. | 25 06 | 18 75 | | | |
| Shirley Settlement | Sunbury & Queen's..... N.B. | 2 00 | 18 75 | | | |
| a Shives Athol | Restigouche..... N.B. | 83 91 | 16 66 | | | |
| Shogamoc | York..... N.B. | 18 71 | 18 75 | | | |
| Short Beach | Yarmouth..... N.S. | 30 50 | 18 75 | | | |
| Shortholme | Sunbury & Queen's..... N.B. | 8 25 | 18 75 | | | |
| Shortreed | New Westminster..... B.C. | 28 82 | 18 75 | | | |
| Shorts Point | Yale & Caribou..... B.C. | 56 96 | 27 00 | | | |
| Shouldice | Grey, N.R..... O | 11 00 | 18 75 | | | |
| Shrewsbury | Argenteuil..... Q | 23 65 | 21 00 | | | |
| Shrigley | Dufferin..... O | 39 96 | 24 00 | | | |
| 3 Shrubland | Brandon..... M | | 10 41 | | | |
| Shullie | Cumberland..... N.S. | 217 39 | 70 50 | | | 6 25 |
| Shunnacadie | North Cape Breton & Victoria..... N.S. | 28 07 | 18 75 | 2 25 | | |
| Shuswap | Yale & Caribou..... B.C. | 142 95 | + 75 00 | | | 3 75 |
| Sicamous | Yale & Caribou..... B.C. | 269 55 | 142 50 | | | 15 00 |
| Sidney Crossing | Hastings, W.R..... O | 90 00 | 45 00 | | | 3 75 |

a Opened 1-8-06.

b Closed 1-12-06.

* Including \$12.50 night allowance, \$5 of which is arrears.

++ Including \$13.50 night allowance.

+ Including \$9 night allowance.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------|---------------------------|----------|---|----------------------------|-------------------------|
| | | § cts | § cts. | § cts. | § cts. |
| Siegas..... | Victoria..... N.B | 125 50 | 27 00 | | |
| Siglunes..... | Dauphin..... M | 5 00 | 18 75 | | |
| Sight Point..... | Inverness..... N.S | 17 00 | 18 75 | | |
| Signai..... | Chicoutimi & Saguenay Q | 26 45 | 18 75 | | |
| Silcote..... | Grey, N.R..... O | 31 13 | 18 75 | | |
| Sillikers..... | Northumberland..... N.B | 28 92 | 18 75 | | |
| Sillsville..... | Lennox & Addington O | 32 96 | 18 75 | | |
| Siloam..... | Ontario, N.R..... O | 51 00 | 25 50 | | |
| Silton..... | Assa, West..... Sask | 22 32 | 18 75 | | |
| Silver Beach..... | Victoria..... N.B | 6 00 | 18 75 | | |
| Silver Creek..... | Marquette..... M | 6 75 | 18 75 | | |
| Silver Creek..... | Yale & Cariboo..... B.C | 26 70 | 18 75 | | |
| Silverdale..... | Lincoln..... O | 24 25 | 18 75 | | |
| Silverdale..... | New Westminster..... B.C | 33 86 | 22 50 | | |
| Silverdale Station..... | Lincoln..... O | 41 25 | 27 00 | 5 25 | |
| Silver Grove..... | Sask..... Sask | 20 25 | 18 75 | | |
| Silver Hill..... | Norfolk..... O | 35 00 | 30 00 | 3 00 | |
| Silver Lake..... | Peterborough, W.R..... O | 19 00 | 18 75 | | |
| Silver Mountain..... | Thunder B. & Rainy Riv. O | 67 72 | 25 50 | | |
| Silver Plains..... | Provencher..... M | 40 96 | 28 50 | 3 00 | |
| Silver Water..... | Algoma, E.R..... O | 60 48 | 30 00 | 3 75 | |
| Simard..... | Chicoutimi & Saguenay Q | 12 76 | 18 75 | | |
| Simcoe Island..... | Frontenac..... O | 6 55 | 18 75 | | |
| Similkameen..... | Yale & Cariboo..... B.C | 11 32 | 18 75 | | |
| Simons Valley..... | Calgary..... Alta | 7 00 | | | |
| Simmons..... | Wright..... Q | 46 19 | 19 50 | | |
| Simpson Corner..... | Lunenburg..... N.S | 34 43 | 18 75 | | |
| Sinclair..... | Kootenay..... B.C | 18 07 | 18 75 | | |
| Sinclairville..... | Westworth..... O | 45 90 | 18 75 | | |
| Sine..... | Hastings, W.R..... O | 67 66 | 33 75 | 3 75 | 3 75 |
| a Sinnett..... | Humbolt..... Sask | 28 00 | | | |
| Sinnott's Road..... | King's..... P.E.I | 8 50 | 18 75 | | |
| Ston..... | Edmonton..... Alta | 72 95 | 21 00 | | |
| Sirdar..... | Kootenay..... B.C | 146 67 | 63 75 | | 3 75 |
| Sissiboo Falls..... | Digby..... N.S | 12 00 | 18 75 | | |
| Sisson Ridge..... | Victoria..... N.B | 20 75 | 18 75 | | |
| Six Mile Brook..... | Pictou..... N.S | 25 50 | 18 75 | | |
| Six Mile Road..... | Cumberland..... N.S | 15 75 | 18 75 | | |
| † Six Mile Lake..... | Parry Sound..... O | | 18 75 | | |
| Six Nations..... | Brant..... O | 23 00 | 18 75 | | |
| Six Portages..... | Wright..... Q | 37 82 | 18 75 | | |
| Six Roads..... | Gloucester..... N.B | 38 00 | 18 7 | 2 25 | |
| Sixteen Island Lake..... | Argenteuil..... Q | 174 25 | 67 50 | | 7 50 |
| Sixty nine Corners..... | Brant..... O | 15 30 | 18 75 | | |
| Skafse..... | Strathcona..... Alta | 18 55 | 28 50 | | |
| Skalholt..... | Portage la Prairie..... M | 5 50 | 18 75 | | |
| Skaro..... | Edmonton..... Alta | 40 00 | 18 75 | | |
| Skibo..... | Algoma, E.R..... O | 17 91 | 18 75 | | |
| Skibbereen..... | Northumberland, W.R. O | 21 16 | 18 75 | | |
| Skibbereen..... | Assa, West..... Sask | 71 92 | 30 00 | | |
| Skidegate..... | Comox-Atlin..... B.C | 64 95 | 24 00 | | |
| Skinner's Pond..... | Prince..... P.E.I | 16 34 | 18 75 | | |
| Skipness..... | Bruce, N.R..... O | 14 00 | 18 75 | | |
| eSkipton..... | Sask..... Sask | 23 33 | 13 58 | | |
| Skir Dhu..... | N. Cape Bret. & Vic. N.S | 25 20 | 18 75 | | |
| Skull Creek..... | Assa, West..... Sask | 41 80 | 18 75 | | |
| Skye..... | Prescott..... O | 29 22 | 18 75 | | |

a Opened 25-3-07. b Credit for new office not yet opened.
season. c Opened 15-9-06.

† Summer office—not re-opened this

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|---------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Sky Glen | Inverness, N.S. | 11 24 | +23 25 | | |
| Sky Mountain | Inverness, N.S. | 11 35 | 18 75 | | |
| Slager | Qu'Appelle, Sask. | 59 19 | 18 75 | | |
| Slahaltkan | Yale & Cariboo, B.C. | 11 70 | 18 75 | | |
| Slate Falls | Lennox & Addington, O. | 14 50 | 18 75 | | |
| Slate River Valley | Thunder B. & Rainy R.O. | 42 87 | 18 75 | | |
| Slatington | Richmond & Wolfe, Q. | 32 49 | 18 75 | 2 25 | |
| Sleeman | Thunder B. & Rainy R.O. | 102 47 | 30 28 | | |
| Sleijner | Humboldt, Sask. | 110 77 | 34 50 | | 3 75 |
| Sleswick | Peel, O. | 17 79 | 18 75 | | |
| Sluggett | Mackenzie, Sask. | 36 20 | 18 75 | | |
| Slugget | Nanaimo, B.C. | 9 50 | 18 75 | | |
| Sluice Point | Yarmouth, N.S. | 35 38 | 18 75 | | |
| Smithdale | Simcoe, N.R., O. | 39 05 | 21 00 | | |
| Smithfield | Northumberland, E.R., O. | 191 04 | 79 50 | | 7 50 |
| Smithfield | Guysborough, N.S. | 16 05 | +32 25 | | |
| Smith's | Westmoreland, N.B. | 169 59 | 66 00 | | 6 25 |
| Smith's Corner | Kent, N.B. | 20 50 | 18 75 | | |
| Smith's Corners | Pontiac, Q. | 18 75 | 18 75 | | |
| Smith's Cove | Digby, N.S. | 205 95 | 76 50 | | 7 50 |
| Smith's Creek | King's & Albert, N.B. | 13 25 | 18 75 | | |
| Smith Town | King's & Albert, N.B. | 34 09 | 18 75 | | |
| Smithsville | Shelburne & Queen's, N.S. | 32 95 | 18 75 | | |
| Smoky Falls | Nipissing, O. | 49 00 | 24 00 | | |
| Snake Creek | Marquette, M. | 26 07 | 18 75 | | |
| Snake River | Renfrew, N.R., O. | 70 03 | 29 00 | | |
| Snelgrove | Peel, O. | 98 06 | 40 00 | 7 50 | 3 75 |
| Snider Mountam | King's & Albert, N.B. | 11 50 | 18 75 | 2 25 | |
| Snider's Corners | Halton, O. | 53 00 | 18 75 | | |
| Snow Road Station | Frontenac, O. | 100 90 | 66 50 | | 6 25 |
| Snowville | Algoma, E.R., O. | 17 20 | 18 75 | | |
| Snyder | Welland, O. | 54 00 | 40 50 | | 3 75 |
| Soapstone Mine | Inverness, N.S. | 15 00 | 18 75 | | |
| Sober Island | Halifax, N.S. | 41 00 | *24 75 | | |
| Soda Lake | Edmonton, Alta. | 54 79 | 4 16 | | |
| Sointula | Comox Atlin, C.B. | 59 45 | +43 50 | | |
| Solheima | Strathcona, Alta. | 6 25 | 18 75 | | |
| Soldier's Cove | Richmond, N.S. | 40 19 | 18 75 | | |
| Solina | Durham, O. | 211 00 | 85 50 | | 7 50 |
| Sollmann | Edmonton, Alta. | 31 43 | 22 50 | | |
| Solmesville | Prince Edward, O. | 42 00 | 18 75 | | |
| Solway | Bruce, S.R., O. | 31 40 | 19 50 | | |
| Somenos | Nanaimo, B.C. | 134 60 | 82 50 | 3 75 | 7 50 |
| Somerville | Carleton, N.B. | 97 00 | 18 75 | | |
| Sonora | Guysborough, N.S. | 126 06 | 60 00 | | 3 75 |
| Sonya | Ontario, N.R., O. | 231 58 | 90 00 | 5 25 | 7 50 |
| Sooke | Nanaimo, B.C. | 46 71 | 18 75 | | |
| Soperton | Leeds, O. | 51 50 | 18 75 | | |
| Sorrel Ridge | Charlotte, N.B. | 11 25 | 18 75 | | |
| Sourisford | Souris, M. | 13 70 | 18 75 | | |
| Souris West | King's, P.E.I. | 83 59 | 41 25 | | 3 75 |
| South | Lunenburg, N.S. | 29 00 | 18 75 | | |
| South Alton | King's, N.S. | 18 00 | 18 75 | | |
| Southampton | York, N.B. | 28 35 | 18 75 | | |
| Southampton | King's, P.E.I. | 6 00 | 18 75 | | |
| South Augusta | Greenville, O. | 134 50 | 71 50 | | 7 50 |

c Including, \$11.53 night allowance, \$1.53 of which is arrears. + Including \$4.50 night allowance.
 † Including \$13.50 night allowance. * Including \$6.00 night allowance. ‡ Including \$12 night allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------------------|-------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| South Bai of Sidney River..... | South Cape Breton...N.S | 25 80 | 18 75 | | |
| South Barnston..... | Stanstead.....Q | 33 80 | 18 75 | | |
| South Bay..... | Prince Edward.....O | 40 00 | 27 00 | 3 75 | |
| South Bay..... | St. John.....N.B | 27 00 | 18 75 | | |
| South Bay..... | N.Cape Breton & Vic.N.S | 97 63 | 40 50 | | 3 75 |
| South Bay-Mouth..... | Algoma, E.R.....O | 50 25 | 18 75 | | |
| South Beach..... | Gaspé.....Q | 8 25 | 18 75 | | |
| South Branch..... | Colchester.....N.S | 49 01 | 21 00 | | |
| South Branch (Ken)..... | King's & Albert.....N.B | 10 25 | 18 75 | | |
| South Branch of St. Nicholas River | Kent.....N.B | 66 00 | 27 00 | | |
| South Brook..... | Cumberland.....N.S | 31 71 | 18 75 | | |
| South Canaan..... | Yarmouth.....N.S | 6 00 | 18 75 | | |
| South Cayuga..... | Haldimand.....O | 125 10 | 66 00 | | 3 75 |
| South Clones..... | Sunbury & Queen's...N.B | 15 00 | 18 75 | | |
| Southcote..... | Wentworth.....O | 41 96 | 18 75 | | |
| Southcote..... | Assa, West.....Sask | 32 00 | 18 75 | | |
| South Cove..... | N. Cape Bret. & Vic.N.S | 26 75 | 18 75 | | |
| South Dudswell..... | Richmond & Wolfe...Q | 66 45 | 25 50 | | |
| South Dummer..... | Peterborough, E.R...O | 50 52 | 27 00 | | |
| South East Passage..... | Halifax.....N.S | 28 50 | 18 75 | | |
| South Ely..... | Shefford.....Q | 19 83 | 18 75 | | |
| South End..... | Welland.....O | 111 11 | 48 75 | | 3 75 |
| South Esk..... | Northumberland...N.B | 19 00 | 18 75 | | |
| Southey..... | Assa, West.....Sask | 289 76 | 46 50 | | 3 75 |
| Southfield..... | King's & Albert.....N.B | 12 73 | 18 75 | | |
| South Forks..... | Assa, West.....Sask | 34 29 | 18 75 | | |
| South Gate..... | Middlesex, E.R.....O | 18 98 | 18 75 | | |
| South Gillies..... | Thunder B. & Rainy R.O | 18 61 | 18 75 | | |
| South Gloucester..... | Russell.....O | 33 25 | 18 75 | 2 25 | |
| South Gordonsville..... | Carleton.....N.B | 19 50 | 18 75 | | |
| South Gower..... | Grenville.....O | 38 50 | 18 75 | | |
| South Granby..... | Shefford.....Q | 10 10 | 18 75 | | |
| South Granville..... | Queen's.....P.E.I | 14 70 | 18 75 | | |
| South Greenwood..... | King's.....N.S | 17 00 | 18 75 | | |
| South Gut of St. Ann's..... | N. Cape Bret. & Vic.N.S | 62 75 | +23 75 | 16 50 | |
| South Ham..... | Richmond & Wolfe...Q | 176 16 | 73 50 | | 7 50 |
| South Harbour..... | N. Cape Bret. & Vic.N.S | 8 50 | 18 75 | 2 25 | |
| South Harmony..... | King's.....N.S | 6 90 | 18 75 | | |
| South Highlands..... | Inverness.....N.S | 8 35 | 18 75 | | |
| South Knowlesville..... | Carleton.....N.B | 23 75 | 18 75 | | |
| South Lake..... | Leeds.....O | 20 00 | 18 75 | | |
| South Lake..... | King's.....P.E.I | 11 00 | 18 75 | | |
| South Lancaster..... | Clengarry.....O | 129 10 | 50 00 | | 3 75 |
| South Lochaber..... | Guysborough.....N.S | 19 00 | +23 25 | 2 25 | |
| South Manchester..... | Guysborough.....N.S | 13 00 | 18 75 | | |
| South March..... | Carleton.....O | 152 35 | 67 50 | 18 00 | 7 50 |
| South McLellan's Mountain..... | Pictou.....N.S | 8 00 | 18 75 | | |
| South Melfort..... | Humboldt.....Sask | 39 00 | 18 75 | | |
| South Melville..... | Queen's.....P.E.I | 21 51 | 18 75 | | |
| South Middleton..... | Norfolk.....O | 109 50 | 51 00 | | 3 75 |
| South Monaghan..... | Peterborough, W.R...O | 85 65 | 45 50 | 7 50 | 3 75 |
| South Morland..... | Guysborough.....N.S | 5 00 | 18 75 | | |
| South Nelson Road..... | Northumberland...N.B | 12 50 | 18 75 | 2 25 | |
| South Newbridge..... | Carleton.....N.B | 11 00 | 18 75 | | |
| South Pelham..... | Welland.....O | 27 25 | 18 75 | | |
| South Pender..... | Nanaimo.....B.C | 36 24 | 18 75 | | |
| Southport..... | Queen's.....P.E.I | 52 81 | 42 00 | | |

c Including \$7.50 night allowance.

† Including \$5 night allowance.

++ Including \$4.50 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | | Forward Allow- ance. | | Rent Allow- ance. | |
|---------------------------------------|---|----------|------|---|------|----------------------------|------|-------------------------|------|
| | | § | cts. | § | cts. | § | cts. | § | cts. |
| South Port Morien..... | South Cape Breton... N.S. | 19 | 73 | 18 | 75 | | | | |
| South Pugwash..... | Cumberland... N.S. | 20 | 25 | 18 | 75 | | | | |
| South Range..... | Digby... N.S. | 24 | 73 | 18 | 75 | | | | |
| South Rawdon..... | Hants... N.S. | 95 | 42 | 40 | 50 | | | 3 | 75 |
| South River..... | Gloucester... N.B. | 35 | 00 | 18 | 75 | 2 | 25 | | |
| South River Lake..... | Guysborough... N.S. | 25 | 00 | 18 | 75 | 3 | 00 | | |
| South Salt Springs..... | Antigonishe... N.S. | 5 | 00 | 18 | 75 | | | | |
| South Scott Bay..... | King's... N.S. | 8 | 00 | 18 | 75 | | | | |
| South Side Basin of River Dennis..... | Inverness... N.S. | 128 | 45 | †67 | 50 | | | 3 | 75 |
| South Side of Baddeck River..... | North Cape Breton and Victoria... N.S. | 15 | 00 | 18 | 75 | | | | |
| South Side of Boulardarie..... | North Cape Breton and Victoria... N.S. | 22 | 75 | 18 | 75 | | | | |
| South Side of Whycoomagh Bay..... | Inverness... N.S. | 12 | 00 | 18 | 75 | | | | |
| South Tilley..... | Victoria... N.B. | 23 | 95 | 18 | 75 | | | | |
| South Tremont..... | King... N.S. | 9 | 25 | 18 | 75 | | | | |
| South Triaclac..... | Hants... N.S. | 47 | 95 | 24 | 25 | | | | |
| South Vale..... | Colchester... N.S. | 12 | 25 | 18 | 75 | | | | |
| South Vancouver..... | City of Vancouver... B.C. | 91 | 68 | 30 | 00 | | | | |
| South Victoria..... | Cumberland... N.S. | 26 | 13 | 18 | 75 | | | | |
| Southville..... | Digby... N.S. | 5 | 00 | 18 | 75 | | | | |
| South Wallace..... | Cumberland... N.S. | 17 | 63 | 18 | 75 | | | | |
| South Wellington..... | Nanaimo... B.C. | 86 | 83 | 19 | 58 | | | | |
| South West..... | Prince... P.E.I. | 16 | 25 | 18 | 75 | | | | |
| South West Margaree..... | Inverness... N.S. | 80 | 00 | ††36 | 00 | 2 | 25 | | |
| South West Point..... | Chicoutimi & Saguenay Q. | 12 | 70 | 18 | 75 | | | | |
| South West Port Hood..... | Inverness... N.S. | 26 | 00 | 18 | 75 | | | | |
| South West Port Mouton..... | Shelburne & Queen's... N.S. | 26 | 25 | 18 | 75 | | | | |
| South West Ridge..... | Inverness... N.S. | 10 | 00 | 18 | 75 | | | | |
| Southwood Station..... | Elgin, W.R... O | 129 | 57 | 61 | 00 | | | 6 | 25 |
| Southwood..... | Muskoka... O | 19 | 47 | 18 | 75 | | | | |
| South Zorra..... | Oxford, N.R... O | 39 | 02 | 18 | 75 | | | | |
| Sowerby..... | Algoma, E.R... O | 85 | 30 | 40 | 50 | 3 | 00 | 3 | 75 |
| Spalding..... | Humboldt... Sask | 61 | 68 | 8 | 33 | | | | |
| Spallumcheen..... | Yale & Caribou... B.C. | 5 | 94 | 18 | 75 | | | | |
| Spanish Ship Bay..... | Guysboro... N.S. | 75 | 00 | *58 | 00 | | | *8 | 75 |
| Sparrow Lake..... | Muskoka... O | 113 | 00 | 33 | 00 | | | | |
| Sparwood..... | Kootenay... B.C. | 105 | 30 | 42 | 00 | | | 3 | 75 |
| Spa Springs..... | Annapolis... N.S. | 34 | 72 | 18 | 75 | | | | |
| Speedside..... | Wellington, S.R... O | 23 | 00 | 18 | 75 | | | | |
| Speerville..... | Carleton... N.B. | 11 | 00 | 18 | 75 | | | | |
| Speight's Corner..... | Sunbury & Queen's... N.B. | 5 | 00 | 18 | 75 | | | | |
| Spence..... | Parry Sound... O | 46 | 00 | 21 | 25 | 4 | 50 | | |
| Spence..... | Westmoreland... N.B. | 27 | 00 | 18 | 75 | | | | |
| Spencer's Island..... | Cumberland... N.S. | 138 | 10 | 48 | 00 | | | 3 | 75 |
| Speyside..... | Halton... O | 16 | 94 | 18 | 75 | | | | |
| Spires..... | Wellington, N.R... O | 8 | 00 | 18 | 75 | | | | |
| Spirit River..... | Athabaska... O | 18 | 57 | 18 | 75 | | | | |
| Sprague..... | Provencher... M | 89 | 35 | 51 | 00 | | | 3 | 75 |
| Spring Bank..... | Calgary... Alta | 30 | 68 | 18 | 75 | | | | |
| Springbank..... | Middlesex, N.R... O | 72 | 11 | 36 | 00 | | | 3 | 75 |
| Spring Bay..... | Algoma, E.R... O | 23 | 71 | 18 | 75 | | | | |
| Springbrook..... | Dorchester... Q | 18 | 75 | 18 | 75 | | | | |
| Spring Coulee..... | Alta... Alta | 77 | 50 | 36 | 00 | | | 3 | 75 |
| Springdale..... | Digby... N.S. | 19 | 75 | 18 | 75 | | | | |
| Springdale..... | Strathcona... Alta | 23 | 93 | 18 | 75 | | | | |
| Springfield..... | Selkirk... M | 47 | 92 | 26 | 25 | | | | |

† Including \$12 night allowance. †† Including \$4.50 night allowance. * Including \$22 arrears salary and \$5 arrears rent. a Opened 1-9-06. b Opened 1-12-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|---------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Springfield | York.....N.B | 28 30 | 18 75 | | |
| Springfield | Queen's.....P.E.I | 31 23 | 18 75 | | |
| Springhaven | Yarmouth.....N.S | 28 95 | 18 75 | | |
| Spring Hill | Russell.....O | 32 68 | 18 75 | | |
| Spring Hill | Compton.....Q | 79 00 | 43 50 | | 3 75 |
| Spring Hill | York.....N.B | 36 00 | 18 75 | | |
| Springmount | Grey, N.R.....O | 20 25 | 18 75 | | |
| Spring Grove | Humboldt.....Sask | 33 26 | 18 75 | | |
| Springhurst | Portage la Prairie.....M | 11 81 | 18 75 | | |
| Spring Point | Alta.....Alta | 0 50 | 18 75 | | |
| Spring Road | Sherbrooke.....Q | 7 25 | 18 75 | | |
| Springside | Mackenzie.....Sask | 151 14 | 58 50 | 3 00 | 3 75 |
| Springtown | Renfrew, S.R.....O | 41 23 | 18 75 | | |
| Springvale | Haldimand.....O | 143 73 | 51 00 | | 3 75 |
| Spring Valley | Prince.....P.E.I | 16 00 | 18 75 | | |
| Springville | Peterborough, W.R.....O | 69 90 | 25 50 | | |
| Springville | Pictou.....N.S | 98 72 | 42 00 | | 3 75 |
| Sproule | Brandon.....M | 43 54 | 18 75 | | |
| Sproue Creek | Dauphin.....M | 6 25 | 18 75 | | |
| Sproue-grove | Edmonton.....Alta | 124 08 | 55 50 | | 3 75 |
| Sproue Lake | St. John.....N.B | 4 00 | 18 75 | | |
| Spy | Bruce, N.R.....O | 98 38 | 44 00 | 6 00 | 2 50 |
| Spy Harbour | Halifax.....N.S | 51 58 | †34 50 | | |
| Spy Summit | Yale & Cariboo.....B.C | 48 54 | 22 50 | | |
| Spy Hill | Assa. East.....Sask | 76 85 | 22 50 | | |
| Squamish | City of Vancouver.....B.C | 75 15 | 41 25 | | 3 75 |
| Squaw Valley | Assa. West.....Sask | 25 70 | 18 75 | | |
| Squire | Grey, N.R.....O | 69 33 | 21 00 | | |
| Stadacona | Quebec East.....Q | 63 00 | 18 75 | | |
| Stafford | Renfrew, N.R.....O | 22 71 | 18 75 | | |
| Stagsburn | Wright.....Q | 24 93 | 18 75 | | |
| Stake Road | Cumberland.....N.S | 26 50 | 18 75 | | |
| Stanburn | Lunenburg.....N.S | 9 25 | 18 75 | | |
| Stanbury | Missisquoi.....Q | 24 75 | 18 75 | | |
| Stanchel | Queen.....P.E.I | 24 94 | 18 75 | | |
| Stand Off | Alta.....Alta | 63 86 | 24 00 | 2 25 | |
| Stanhope | Stanstead.....Q | 90 25 | 33 00 | | |
| Stanhope | Queen's.....P.E.I | 28 25 | 18 75 | | |
| Stanley | Thunder Bay & Rainy R.O | 37 50 | †33 75 | 22 50 | |
| Stanley | Cumberland.....N.S | 14 50 | 18 75 | | |
| Stanleydale | Muskoka.....O | 17 93 | 18 75 | | |
| Stanley House | Parry Sound.....O | 101 50 | 33 00 | | |
| Stanley Section | Lunenburg.....N.S | 16 00 | 18 75 | | |
| Stanley's Corners | Carleton.....O | 55 49 | 28 50 | | |
| Stanley's Mills | Peel.....O | 27 53 | 18 75 | | |
| Stanton | Dufferin.....O | 157 66 | 75 00 | | 3 75 |
| Stantonwood | Northumberland, E.R.O | 33 54 | 24 00 | | |
| †Stanwood's Beach | Yarmouth.....N.S | 0 59 | 25 00 | | |
| Stapledon | Carleton.....O | 44 99 | 22 50 | | |
| Staple's Brook | Colchester.....N.S | 15 25 | 18 75 | | |
| Star | Peel.....O | 15 85 | 18 75 | | |
| Star | Edmonton.....Alta | 44 00 | 56 25 | 1 50 | 3 75 |
| Stardale | Prescott.....O | 52 00 | 28 50 | | |
| Starkey's | Sunbury & Queen's.....N.B | 33 95 | 18 75 | | |
| Starks Corners | Pontiac.....Q | 49 36 | 25 50 | | |
| Starkville | Durham.....O | 23 65 | 18 75 | | |
| Starleigh | Mackenzie.....Sask | 22 85 | 18 75 | | |
| Starnesborough | Huntingdon.....Q | 71 50 | 31 50 | | |

† Including \$15 special salary allowance.

‡ Including \$9 night allowance.

‡ Summer office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|--|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Starrat. | Parry Sound O | 18 71 | 18 75 | | |
| Starview. | Sask. Sask | 7 00 | 4 16 | | |
| Staynerville. | Argenteuil Q | 86 78 | 55 50 | 2 25 | 3 75 |
| Steam Mill Village. | King's N.S. | 40 25 | 27 00 | | |
| Steele's Lake. | North Cape Breton and Victoria. N.S. | 7 00 | 18 75 | | |
| Steel's. | Pontiac Q | 13 00 | 18 75 | | |
| Steenburg. | Hastings, E.R. O | 100 00 | 45 00 | | 3 75 |
| Steep Creek. | Humboldt. Sask | 36 22 | 22 50 | | |
| Steep Creek. | Guysborough. N.S. | 16 50 | 18 75 | | |
| Steerford. | Calgary Alta | | 18 75 | | |
| Steevescote. | King's & Albert. N.B. | 18 00 | 18 75 | | |
| Steeve's Mills. | King's & Albert. N.B. | 15 75 | 18 75 | | |
| Steeve's Mountain. | Westmoreland N.B. | 15 75 | 25 50 | | |
| Steeve's Settlement. | Westmoreland N.B. | 13 50 | 18 75 | | |
| Stenson. | Richmond & Wolfe. Q | 24 08 | 18 75 | | |
| Stepney. | Prescott O | 77 61 | 34 00 | | 2 50 |
| Stephenfield. | Macdonald M | 63 53 | 37 50 | | 3 75 |
| Stevenson. | Kent, W.R. O | 27 50 | 21 25 | | |
| Stewart. | Kent, W.R. O | 108 07 | 33 00 | | |
| +Stewart. | Comox Atlin. B.C. | 11 75 | 25 00 | | |
| Stewart Bay. | Parry Sound O | 14 25 | 18 75 | | |
| Stewartdale. | Inverness N.S. | 18 75 | 18 75 | | |
| Stewarton. | King's & Albert. N.B. | 35 71 | 18 75 | | |
| Stewart River. | Yukon Territory. O | 5 00 | | | |
| Stewartville. | Renfrew, S.R. O | 19 48 | 18 75 | | |
| Stewartwyn. | Strathcona Alta | 17 45 | 18 75 | | |
| Stewiacke Cross Roads. | Colchester N.S. | 74 82 | 33 75 | 5 25 | 3 75 |
| Stickney. | Carleton N.B. | 67 00 | 25 50 | | |
| Stiles Village. | Westmoreland N.B. | 16 00 | 18 75 | | |
| Stillman. | Pictou N.S. | 30 75 | 18 75 | | |
| Still Water. | Guysborough N.S. | 61 56 | * 40 50 | | |
| Stirling. | Richmond N.S. | 18 25 | 18 75 | | |
| Stirling Brook. | Hants N.S. | 45 80 | 24 00 | | |
| Stirling Falls. | Parry Sound. O | 25 93 | 18 75 | | |
| Stobie Mine. | Nipissing O | 30 00 | 37 00 | | 2 50 |
| Stockdale. | Northumberland, E.R. O | 62 45 | 22 50 | | |
| Stockwell. | Chateauguay Q | 31 25 | 18 75 | 2 25 | |
| Stoddarts. | Annapolis. N.S. | 28 78 | 18 75 | | |
| Stoke Centre. | Richmond & Wolfe. Q | 107 50 | 40 50 | | 3 75 |
| Stonefield Heights. | Argenteuil Q | 33 45 | 18 75 | | |
| Stoneham. | Quebec. Q | 20 84 | 18 75 | 2 25 | |
| Stonehaven. | Gloucester. N.B. | 138 90 | 51 00 | | 3 75 |
| Stone House. | Cumberland. N.S. | 11 25 | 18 75 | | |
| Stoneleigh. | Muskoka O | 13 00 | 18 75 | | |
| Stone Quarry. | Welland O | 52 52 | 18 75 | | |
| Stone Ridge. | York. N.B. | 19 75 | 18 75 | | |
| Stony Beach. | Assa, West. Sask | 51 25 | 30 00 | | |
| Stony Creek. | King's & Albert. N.B. | 10 00 | 18 75 | | |
| Stonybrook. | Qu'Appelle. Sask | 27 33 | 18 75 | | |
| Stony Island. | Shelburne & Queen's. N.S. | 89 44 | 30 00 | | |
| Stony Plain. | Edmonton. Alta | 181 97 | 51 00 | 27 00 | 5 00 |
| Stoneywood. | Wellington, N.R. O | 21 49 | 18 75 | | |
| Storie. | Parry Sound. O | 5 00 | 18 75 | | |
| Stormont. | Guysborough. N.S. | 31 85 | † 30 75 | | |
| Stornoway. | Compton Q | 139 90 | 61 50 | 2 25 | 3 75 |
| Stornoway. | Mackenzie. Sask | 23 00 | 18 75 | 2 50 | |

* Including \$13.50 night allowance. † Including \$12 night allowance summer 1906. †† Summer
 office. ‡ Salary, &c., entered in Auditor General's Report. †† Summer
 a Opened 1-2-07.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|---------------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Stovely | Nanaimo..... B.C | 28 75 | 18 75 | 2 25 | |
| Straiton | New Westminster... B.C | 36 33 | 18 75 | | |
| Strange | York, N.R..... O | 66 20 | 30 00 | | |
| Strasburg | Waterloo, S.R..... O | 89 78 | 31 50 | | |
| Stratford Centre | Richmond & Wolfe... Q | 150 51 | 63 00 | | 3 75 |
| Strathadam | Northumberland... N.B | 22 57 | 18 75 | | |
| Strathavon | Grey, E.R..... O | 73 90 | 40 50 | | 3 75 |
| Strathburn | Middlesex, W.R.... O | 95 42 | 43 50 | | 3 75 |
| Strathcarrol | Qu Appelle..... Sask | 47 83 | 18 75 | | |
| Strathewen | Selkirk..... M | 17 89 | 18 75 | | |
| Strathmartine | Assa, West..... Alta | 72 90 | 18 75 | | |
| Strathmore | Stormont..... O | 30 29 | 18 75 | | |
| Strathmore | Calgary..... Alta | 90 07 | 10 41 | | |
| Strathnairn | Grey, N.R..... O | 17 48 | 18 75 | | |
| Strathcona | King's..... P.E.I | 11 00 | 18 75 | | |
| Street's Ridge | Cumberland..... N.S | 25 75 | 18 75 | | |
| Streamstown | Strathcona..... Alta | 22 00 | 14 58 | | |
| Strome | Strathcona..... Alta | 163 22 | 36 00 | | 3 75 |
| Stromness | Haldimand..... O | 85 23 | 55 50 | | 3 75 |
| Stronach Mountain | Annapolis..... N.S | 10 00 | 18 75 | | |
| Strong | Parry Sound..... O | 14 33 | 18 75 | | |
| Strongfield | Humboldt..... Sask | 108 57 | 18 75 | | |
| Strongville | Simcoe, N.R..... O | 29 73 | 18 75 | | |
| Stubb's Bay | Pontiac..... Q | 41 00 | 41 25 | | 3 75 |
| Sturgeonville | Edmonton..... Alta | 10 00 | 18 75 | | |
| Sturgeon | King..... P.E.I | 68 04 | 43 50 | | 3 75 |
| Sturgeon Bay | Simcoe, E.R..... O | 58 00 | 24 00 | | |
| Sturgeon Point | Victoria & Haliburton.. O | 300 00 | 180 00 | | 20 00 |
| Suffield | Sherbrooke..... Q | 39 69 | 19 50 | | |
| Suffolk Station | Queen's..... P.E.I | 9 50 | 18 75 | | |
| Sugar Camp | Inverness..... N.S | 18 75 | 18 75 | | |
| Sugar Loaf | North Cape Breton and Victoria... N.S | 21 94 | ++ 20 25 | | |
| Sumas | New Westminster... B.C | 42 35 | 24 00 | | |
| Summerfield | Carleton..... N.B | 42 12 | 21 00 | | |
| Summerhill | Huron, W.R..... O | 22 00 | 18 75 | | |
| Summer Hill | Sunbury & Queen's... N.B | 29 90 | 18 75 | | |
| Summerlea | Jacques Cartier... Q | 82 80 | 22 50 | | |
| Summerstown Station | Glengarry..... O | 174 06 | 73 50 | 3 75 | 3 75 |
| Summerview | Alta..... Alta | 29 50 | 18 75 | | |
| Summerville | Peel..... O | 83 64 | 51 00 | | 3 75 |
| Summerville | Kings'..... P.E.I | 18 00 | 18 75 | 2 25 | |
| Summerville Centre | Shelburne & Queen's... N.S | 46 00 | 24 00 | | |
| Summit | Colchester..... N.S | 19 50 | 18 75 | | |
| Sumner | Assa, East..... Sask | 15 00 | 22 50 | 9 00 | |
| Sunbury | Frontenac..... O | 103 04 | 37 50 | | 3 75 |
| Sunbury | New Westminster... B.C | 49 63 | 18 75 | | |
| Sundridge | Pictou..... N.S | 12 50 | 18 75 | | |
| Sunnidale Corners | Simcoe, N.R..... O | 70 34 | 33 00 | | |
| Sunny Bank | Gaspé..... Q | 17 10 | 18 75 | | |
| Sunny Brae | Westmoreland... N.B | 67 38 | 26 25 | | |
| Sunnyead | Assa, East..... Sask | 21 95 | 18 75 | | |
| Sunny Plain | Humboldt..... Sa-k | 19 00 | 18 75 | | |
| Sunnyslope | Calgary..... Alta | 166 72 | 61 50 | | 3 75 |
| Sunnyside | King's..... N.S | 17 00 | 18 75 | | |
| Sunnyside | Restigouche..... N.B | 17 00 | 18 75 | | |
| Sunrise | N. C. Breton & Vict.. N.S | 7 00 | 18 75 | | |

++ Including \$1.50 night allowance. a Late Knollton.

b Opened 1-9-06.

c Opened 1-11-06.

d Late Upton.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | | Forward Allow- ance. | | Rent Allow- ance. | |
|-------------------------|----------------------------|---------------|---|--------|----------------------------|--------|-------------------------|--|
| | | | § cts. | § cts. | § cts. | § cts. | | |
| Sun-shine..... | Huron, E.R..... | O 3 00 | 18 75 | | | | | |
| Surette Island..... | Yarmouth..... | N.S. 35 29 | 18 75 | | | | | |
| Surrey Centre..... | New Westminster...B.C. | 56 00 | 25 50 | | | | | |
| Sussex Corner..... | King's & Albert..... | N.B. 127 00 | 64 50 | | | | 3 75 | |
| Sussex Portage..... | King's & Albert..... | N.B. 15 75 | 18 75 | | | | | |
| Sutherland's River..... | Pictou..... | N.S. 14 00 | 18 75 | | | | | |
| Suthwyn..... | Selkirk..... | M 19 36 | 18 75 | | | | | |
| Sutherland..... | Essex, N.R..... | O d 7 00 | | | | | | |
| Sutorville..... | Lambton, E.R..... | O 59 50 | 33 00 | | | | 3 75 | |
| Sutton..... | St. John..... | N.B. 23 00 | 25 50 | | | | | |
| Swan Creek..... | Sunbury & Queen's..... | N.B. 21 50 | 18 75 | | | | | |
| Swansburg..... | Shelburne & Queen's..... | N.S. 31 00 | 18 75 | | | | | |
| Swarthmore..... | Sask..... | 74 78 | 18 75 | | 1 25 | | | |
| Sweaburg..... | Oxford, S.R..... | O 115 08 | 48 00 | | | | 3 75 | |
| Sweenyville..... | Kent..... | N.B. 18 00 | 18 75 | | | | | |
| Sweet's Corners..... | Hants..... | N.S. 36 10 | 21 00 | | | | | |
| Sweet's Corners..... | Leeds..... | O 41 00 | 22 50 | | | | | |
| Swindon..... | Parry Sound..... | O 12 00 | 18 75 | | | | | |
| Swinton Park..... | Grey, E.R..... | O 97 30 | 42 00 | | | | 3 75 | |
| Switzerville..... | Lennox & Addington..... | O 10 00 | 18 75 | | | | | |
| * Sybil Cove..... | Chicoutimi & Saguenay..... | Q 13 00 | 25 00 | | | | | |
| Sydenham Place..... | Drummond & Arthabaska..... | Q 56 60 | 22 50 | | | | | |
| Sydney Forks..... | South Cape Breton..... | N.S. 27 00 | 18 75 | | 3 75 | | | |
| Sydney River..... | N. C. Breton & Vict..... | N.S. 30 97 | 18 75 | | | | | |
| Sykeston..... | Lambton, W.R..... | O 35 65 | 18 75 | | | | | |
| Sylvan..... | Middlesex, N.R..... | O 83 90 | 55 50 | | 2 25 | | 3 75 | |
| Sylvan Valley..... | Algoma, W.R..... | O 46 42 | 21 00 | | | | | |
| Sylvan Valley..... | Antigonishe..... | N.S. 10 00 | 18 75 | | | | | |
| Sylvester..... | Pictou..... | N.S. 32 94 | 18 75 | | | | | |
| Synton..... | King's & Albert..... | N.B. 6 00 | 18 75 | | | | | |
| Sypher's Cove..... | Sunbury & Queen's..... | N.B. 12 50 | 18 75 | | | | | |
| † Szervczento..... | Provencher..... | M 20 00 | 6 25 | | | | | |
| T ABER..... | Alta..... | Alta 1,338 19 | 752 50 | | | | 56 25 | |
| Tache, Station..... | Thunder B. & Rainy R..... | O 40 91 | 30 00 | | | | | |
| Tadousac-ouest..... | Chicoutimi & Saguenay..... | Q 20 00 | 18 75 | | | | | |
| Taillon..... | Chicoutimi & Saguenay..... | Q 98 93 | 39 00 | | 11 75 | | 3 75 | |
| Tain..... | Norfolk..... | O 16 59 | 18 75 | | | | | |
| c Talbot..... | Strathcona..... | Alta 25 00 | 2 08 | | | | | |
| Talbotville Royal..... | Elgin, W.R..... | O 138 50 | 50 00 | | | | 3 75 | |
| Tanarisk..... | Dauphin..... | M 6 25 | 18 75 | | | | | |
| Tanbling's Corners..... | Middlesex, E.R..... | O 165 40 | 33 00 | | | | | |
| Tancook Island..... | Lunenburg..... | N.S. 60 01 | 32 00 | | | | 2 50 | |
| Tancred..... | Lambton, E.R..... | O 4 00 | 18 75 | | | | | |
| a Tancredea..... | Pontiac..... | Q 81 50 | 18 75 | | | | | |
| Tankville..... | Westmoreland..... | N.B. 8 00 | 18 75 | | | | | |
| Tansley..... | Halton..... | O 59 28 | 27 00 | | | | | |
| Tantallon..... | Halifax..... | N.S. 106 50 | 36 00 | | | | 3 75 | |
| Tapley's Mills..... | Carleton..... | N.B. 9 00 | 18 75 | | | | | |
| Tapleytown..... | Wentworth, S.R..... | O 59 62 | 24 00 | | | | | |
| Tapscot..... | Calgary..... | Alta 40 99 | 26 25 | | | | | |
| † Tarentorus..... | Algoma, W.R..... | O 12 50 | 2 08 | | | | | |
| Taranatum..... | Queens..... | P.E.I. 2 30 | 18 75 | | | | | |
| Tarbert..... | Dufferin..... | O 15 00 | 18 75 | | | | | |
| Tarbot..... | C. Breton and Vict..... | N.S. 17 25 | 23 25 | | | | | |

a Opened 1-7-06. b Opened 1-1-07. c Opened 1-3-07. d Credit for new office not yet opened. † Including \$22.50 night allowance. * Summer Office. ‡ Including \$4.50 night allowance. g Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | | Forward Allow- ance. | | Rent Allow- ance. | |
|-----------------------------|-----------------------|----------|---|------|----------------------------|------|-------------------------|------|
| | | | £ | cts. | £ | cts. | £ | cts. |
| aTarrys | Kootenay | B.C. | 32 | 00 | 12 | 50 | | |
| Tatamagouche Mourrain | Colchester | N.S. | 20 | 60 | 18 | 75 | | |
| Tatehurst | Chateauguay | Q. | 83 | 00 | 30 | 00 | | |
| Tatlock | Lanark, N.R. | O. | 26 | 16 | 18 | 75 | 2 | 25 |
| Taunton | Ontario, S.R. | O. | 74 | 11 | 22 | 50 | | |
| Tay Falls | York | N.B. | 11 | 25 | 18 | 75 | | |
| Taylor | Leeds | O. | 45 | 00 | 18 | 75 | | |
| Taylorboro | Humboldt | Sask. | 76 | 42 | 41 | 25 | 26 | 25 |
| Taylor's Head | Halifax | N.S. | 21 | 90 | 19 | 50 | | |
| Taylor Village | Westmoreland | N.B. | 36 | 49 | 28 | 50 | | |
| Taylorville | Alta | | 33 | 75 | 18 | 75 | | |
| Tay Mills | York | N.B. | 12 | 25 | 18 | 75 | | |
| Tay Settlement | York | N.B. | 32 | 75 | 18 | 75 | | |
| Tayside | Stormont | O. | 33 | 61 | 18 | 75 | | |
| Tees | Strathcona | Alta | 175 | 73 | 33 | 00 | | |
| Teeterville | Norfolk | O. | 164 | 33 | 69 | 50 | | 6 25 |
| Tehkummah | Algoma, E.R. | O. | 96 | 50 | 34 | 50 | 10 | 50 |
| Telfer | Middlesex, E.R. | O. | 15 | 00 | 18 | 75 | | |
| Telegraph Creek | Comox-Atlin | B.C. | 99 | 85 | 24 | 00 | | |
| Telford | Pictou | N.S. | 9 | 00 | 18 | 75 | | |
| Telfordville | Strathcona | Alta | 24 | 00 | 21 | 00 | | |
| Temagami Park | Nipissing | O. | 150 | 36 | 18 | 75 | | |
| Timiskaming | Pontiac | Q. | 45 | 80 | 59 | 25 | | 3 75 |
| Temperance Vale | York | N.B. | 83 | 11 | 31 | 50 | 4 | 50 |
| Temple | York | N.B. | 44 | 00 | 18 | 75 | | |
| Tempo | Middlesex, E.R. | O. | 30 | 68 | 18 | 75 | 3 | 75 |
| Tenby | Dauphin | M. | 146 | 05 | 60 | 00 | | 3 75 |
| Tenby Bay | Algoma, W.R. | O. | 24 | 43 | 18 | 75 | | |
| Tenecape | Hants | N.S. | 83 | 00 | 30 | 00 | | |
| Ten Mile Creek | St. John | N.B. | 59 | 57 | 18 | 75 | | |
| Ten Mile House | Queen's | P.E.I. | 13 | 25 | 18 | 75 | | |
| Tennant's Cove | King's & Albert | N.B. | 16 | 50 | 18 | 75 | | |
| Tennyson | Lanark, S.R. | O. | 11 | 00 | 18 | 75 | | |
| Terence Bay | Halifax | N.S. | 13 | 25 | 23 | 25 | | |
| Terminus | Lambton, W.R. | O. | 13 | 10 | 18 | 75 | | |
| Terra Cotta | Peel | O. | 99 | 75 | 40 | 50 | 3 | 00 |
| Terra Nova | Dufferin | O. | 60 | 00 | 30 | 00 | | 3 75 |
| Terra Nova | South Cape Breton | N.S. | 17 | 25 | 18 | 75 | | |
| Terra Nova | New Westminster | B.C. | 65 | 50 | 33 | 00 | | |
| Tessier | Assa, West | Sask. | 94 | 72 | 18 | 75 | 3 | 00 |
| Teston | York, C.R. | O. | 53 | 58 | 18 | 75 | | |
| Tête à Gauche River (North) | Gloucester | N.B. | 5 | 00 | 18 | 75 | | |
| Tête à Gauche River (South) | Gloucester | N.B. | 13 | 00 | 18 | 75 | | |
| Tête à la Baleine | Chicoutimi & Saguenay | Q. | 10 | 00 | 6 | 25 | | |
| aTetreauville | Laval | Q. | 35 | 65 | 12 | 50 | | |
| Teviotdale | Wellington, N.R. | O. | 64 | 38 | 26 | 25 | | |
| Tewkesbury | Quebec | Q. | 6 | 25 | 18 | 75 | | |
| Texas River | York | N.B. | 19 | 10 | 18 | 75 | | |
| Thalberg | Provencher | M. | 5 | 00 | | | | |
| Thames Road | Huron, S.R. | O. | 27 | 00 | 22 | 50 | | |
| Thanet | Hastings, E.R. | O. | 13 | 95 | 18 | 75 | | |
| The Barony | York | N.B. | 22 | 65 | 18 | 75 | | |
| lThe Bluffs | King's & Albert | N.B. | 2 | 00 | 12 | 50 | | |
| The Falls | Colchester | N.S. | 49 | 00 | 18 | 75 | | |
| fThe Gap | Calgary | Alta | 43 | 50 | 8 | 33 | | |
| The Gore | Middlesex, E.R. | O. | 17 | 45 | 18 | 75 | | |
| The Grange | Peel | O. | 20 | 63 | 18 | 75 | | |

a Opened 1-10-06.
office not yet opened.

b Closed 1-1-07.
+ Including \$4.50 night allowance.

f Opened 1-12-06.

* Credit for new

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent |
|------------------------|-------------------------------|----------|---|---------|--------|
| | | | (based on revenue of previous year). |  |  | Allow- ance. | Allow- ance. |
| | | § cts. | § cts. | § cts. | § cts. |
| The Grant | King's & Albert. N.B. | 8 45 | 18 75 | | |
| The Grove | Middlesex, E.R. O | 12 40 | 18 75 | | |
| The Gully | Northumberland, W.R.O. | 33 20 | 18 75 | | |
| The Hawk | Shelburne & Queen's, N.S. | 36 88 | 18 75 | | |
| The Lake | Russell. O | 74 00 | 25 50 | | |
| The Landing | Portage la Prairie. M | 149 03 | 58 50 | | 3 75 |
| The Lodge | Lunenburg. N.S. | 8 00 | 18 75 | | |
| The Long Stretch | Inverness. N.S. | 10 25 | 18 75 | | |
| The Maples | Dufferin. O | 19 25 | 18 75 | | |
| The Narrows | Dauphin. M | 36 66 | 18 75 | | |
| The Pas | Mackenzie. Sask | 53 20 | 18 75 | 2 25 | |
| The Pines | Lennox & Addington. O | 11 45 | 18 75 | | |
| The Points, West Bay | Richmond. N.S. | 35 90 | 18 75 | | |
| The Range | Sunbury & Queen's. N.B. | 32 25 | 18 75 | | |
| Thériault | Gloucester. N.B. | 15 00 | 18 75 | | |
| The Ridge | Hastings, W.R. O | 43 17 | 18 75 | | |
| The Slash | Algoma, E.R. O | 18 75 | 18 75 | | |
| The Willows | Northumberland. N.B. | 14 50 | 18 75 | | |
| c Thetford Mines, West | Megantic. Q | 114 92 | 18 34 | | 1 66 |
| Thibodeau | Lotbinière. Q | 67 16 | 30 00 | | |
| Thingvalla | Assa, East. Sask | 15 90 | 18 75 | | |
| Thistle | Grey, S.R. O | 11 00 | 18 75 | | |
| Thistle town | York, C.R. O | 87 00 | 41 50 | | 3 75 |
| Thivierge | Bonaventure. Q | 60 50 | 18 75 | | |
| Thomaston | York. N.B. | 26 25 | 18 75 | | |
| Thomond | King's & Albert. N.B. | 6 20 | 18 75 | | |
| Thompsonville | Simcoe, S.R. O | 43 30 | 21 25 | | |
| Thornbrook | King's & Albert. N.B. | 12 00 | 18 75 | | |
| Thornby | Pontiac. Q | 27 68 | 18 75 | | |
| Thorn Centre | Pontiac. Q | 12 68 | 18 75 | | |
| Thorncliffe | Kent, E.R. O | 54 00 | 18 75 | | |
| Thordyke | Queen's. P.E.I. | 10 00 | 18 75 | | |
| Thorne's Cove | Annapolis. N.S. | 53 00 | 30 00 | | |
| Thorn town | Sunbury & Queen's. N.B. | 12 50 | 18 75 | | |
| Thornloe | Nipissing. O | 58 00 | 18 75 | 2 25 | |
| Thornhurst | Lambton, W.R. O | 23 20 | 18 75 | | |
| Thorpe | Lennox & Addington. O | 25 50 | 18 75 | | |
| Three Brooks | Victoria. N.B. | 28 25 | 18 75 | | |
| Three Brooks | Pictou. N.S. | 18 90 | 18 75 | | |
| Three Fathom Harbour | Halifax. N.S. | 18 50 | 18 75 | | |
| Three Hills | Calgary. Alta | 134 87 | 40 50 | 1 75 | 3 75 |
| Three Lakes | Beauce. Q | 22 01 | 24 00 | | |
| Three Mile Plains | Hants. N.S. | 104 72 | 39 00 | | 3 75 |
| Throoptown | Grenville. O | 10 00 | 18 75 | | |
| Thrus | Kootenay. B.C. | 39 56 | 16 66 | | |
| Thunder Hill | Dauphin. M | 35 43 | 18 75 | | |
| Thunder Hill | Kootenay. B.C. | 11 70 | 18 75 | | |
| Thunder River | Chicoutimi & Saguenay Q | 47 14 | +40 50 | | |
| Thurlow | Comox-Atlin. B.C. | 142 47 | 67 50 | | 7 50 |
| Tichborne | Frontenac. O | 135 69 | 60 00 | | 3 75 |
| Tiddville | Digby. N.S. | 24 31 | 18 75 | | |
| Tidnish Bridge | Westmoreland. N.B. | 65 50 | 46 50 | | 3 75 |
| Tiefengrund | Sask. Sask | 22 31 | 18 75 | | |
| Tikonabe | Chicoutimi & Saguenay Q | 74 00 | 30 00 | | |
| Tilley | Victoria. N.B. | 11 00 | 18 75 | | |
| Tilley | Leeds. O | 16 25 | 18 75 | | |
| Tilley Road | Gloucester. N.B. | 27 37 | 18 75 | | |
| Timberland | New Westminster. B.C. | 20 00 | 18 75 | | |

+ Including \$15 night allowance, \$6 of which is arrears. c Opened 1-2-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (Based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|--------------------------------|---------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Timber River..... | Westmoreland.....N.B | 15 20 | 18 75 | | |
| Tindastoll..... | Strathcona.....Alta | 26 20 | 21 00 | | |
| Tintern..... | Lincoln.....O | 80 05 | +58 00 | | 3 75 |
| a Tiny..... | Mackenzie.....Sask | 36 00 | 14 58 | | |
| Tioga..... | Simcoe, S.R.....O | 115 97 | 54 00 | | 3 75 |
| Tiree..... | Qu'Appelle.....Sask | 36 95 | 18 75 | | |
| Titus Station..... | Richmond & Wolfe.....Q | 40 00 | 18 75 | | |
| Titusville..... | King's & Albert.....N.B | 54 35 | +22 50 | | |
| Tobermory..... | Bruce, N.R.....O | 160 65 | 78 00 | | 7 50 |
| Tobique Narrows..... | Victoria.....N.B | 15 25 | 18 75 | | |
| Tobique River..... | Victoria.....N.B | 38 73 | 18 75 | | |
| Todd Inlet..... | Nanairo.....B.C | 209 10 | 66 00 | | 3 75 |
| Tofield..... | Strathcona.....Alta | 194 19 | 40 50 | | 3 75 |
| Tolsta..... | Compton.....Q | 11 25 | 18 75 | | |
| Tomahawk..... | Edmonton.....Alta | d 7 00 | | | |
| Tomiko..... | Nipissing.....O | 241 36 | 109 91 | | 89 58 |
| Tompkins..... | Assa, West.....Sask | 136 64 | 31 50 | | |
| Tompkinsville..... | Guysborough.....N.S | 5 75 | 18 75 | | |
| Tomstown..... | Nipissing.....O | 162 80 | 89 50 | 4 50 | 8 75 |
| Toney Mills..... | Pictou.....N.S | 20 25 | 18 75 | | |
| Toney River..... | Pictou.....N.S | 14 48 | 18 75 | | |
| Tongue Creek..... | Calgary.....Alta | 16 75 | 18 75 | | |
| Tooleton..... | King's & Albert.....N.B | 16 00 | 18 75 | | |
| Top Cliff..... | Grey, S.R.....O | 15 00 | 18 75 | | |
| Tooping..... | Perth, N.R.....O | 21 65 | 18 75 | | |
| Torbay..... | Guysborough.....N.S | 43 23 | 23 00 | | |
| Torbrook..... | Annapolis.....N.S | 114 75 | 43 50 | | 3 75 |
| Torbrook East..... | Annapolis.....N.S | 54 00 | 25 50 | | |
| Torbrook Mines..... | Annapolis.....N.S | 209 18 | 91 50 | | 7 50 |
| Tormore..... | York, C.R.....O | 17 00 | 18 75 | | |
| b Toronto Sub-off. No. 40..... | City of Toronto.....O | + | + | | |
| c Toronto Sub-off. No. 5..... | York.....O | + | + | | |
| Totonka..... | Marquette.....M | 3 00 | 18 75 | | |
| Touchwood Hills..... | Humboldt.....Sask | 147 00 | 36 00 | | 3 75 |
| Tourelle..... | Gaspé.....Q | 31 01 | 18 75 | | |
| Tourigny..... | Drummond & Artha'ka.Q | 10 40 | 18 75 | | |
| Tower Hill..... | Charlotte.....N.B | 27 75 | 18 75 | | |
| Town Plot..... | King's.....N.S | 81 00 | 37 50 | | 3 75 |
| Townsend Centre..... | Norfolk.....O | 67 50 | 34 50 | | 3 75 |
| Toy's Hill..... | Dundas.....O | 23 75 | 18 75 | | |
| Tracadie Cross..... | Queen's.....P.E.I | 26 50 | 18 75 | 2 25 | |
| Tracadie Road..... | Guysborough.....N.S | 1 00 | 18 75 | | |
| Tracey's Mills..... | Carleton.....N.B | 77 30 | 22 50 | | |
| Traceyville..... | Sunbury & Queen's.....N.B | 6 25 | 18 75 | | |
| Trafalgar..... | Halton.....O | 155 75 | 58 50 | 8 25 | 3 75 |
| Trafalgar..... | Guysborough.....N.S | 28 50 | 18 75 | | |
| Trafford..... | Lennox & Addington.....O | 6 00 | 18 75 | | |
| Tralee..... | Wellington, N.R.....O | 33 34 | 18 75 | | |
| Tramore..... | Renfrew, S.R.....O | 48 97 | 18 75 | | |
| Traveller's Rest..... | Prince.....P.E.I | 24 56 | 18 75 | | |
| Traverston..... | Grey, S.R.....O | 33 00 | 22 50 | | |
| Treadwell..... | Prescott.....O | 140 00 | 63 00 | | 3 75 |
| Trecastle..... | Wellington, N.R.....O | 16 00 | 18 75 | | |
| Tregarva..... | Assa, West.....Sask | 45 10 | 24 00 | | |
| Tremont..... | King's.....N.S | 21 50 | 18 75 | | |
| Trenholm..... | Drummond & Artha'ka.Q | 67 29 | 35 00 | | 2 50 |

+ Including \$18 night allowance. ++ Including \$4 special salary. § Including \$2.08 arrears rent.
 (a) Opened 1-9-06. (b) Opened 5-9-06. (c) Opened 1-2-07. (d) Credit for new office not yet opened.
 † For revenue, &c., see appendix C, under Toronto Sub-Offices.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|-----------------------|-----------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Trent Bridge | Northumberland, E.R. | O 93 69 | 43 50 | | 3 75 |
| Trenville | Strathcona | Alta 106 49 | 37 50 | | 3 75 |
| Trevelyan | Brockville | O 23 75 | 18 75 | | |
| Trilby | Queens | P.E.I 14 75 | 18 75 | | |
| Trinity | Wentworth | O 30 50 | 18 75 | | |
| Tristram | Strathcona | Alta 12 00 | 2 08 | | |
| Triton Fishing Club | Quebec | Q 12 25 | 25 00 | | |
| Tronchu Valley | Calgary | Alta 63 00 | 14 58 | | |
| Trois Saunons | L'Islet | Q 82 65 | 37 50 | | 3 75 |
| Trois Saunons Station | L'Islet | Q 19 93 | 18 75 | | |
| Trottier | Drummond & Arthabaska | Q 48 03 | 33 00 | | |
| Trout Brook | Northumberland | N.B 10 00 | 18 75 | | |
| Trout Brook | Drummond & Arthabaska | Q 85 55 | 30 00 | | |
| Trout Brook | South Cape Breton | N.S 17 95 | 18 75 | | |
| Trout Lake | Parry Sound | O 26 00 | 21 25 | | |
| *Trout Mills | Nipissing | O 173 83 | 13 58 | | |
| Trout River | Huntingdon | Q 83 20 | 33 00 | | 3 75 |
| Trout River | Inverness | N.S 34 71 | 18 75 | | |
| Trout Stream | Gloucester | N.B 28 46 | 18 75 | | |
| Troy | Wentworth | O 152 50 | 70 50 | | 7 50 |
| Troy | Inverness | N.S 2 50 | 18 75 | | |
| Truemanville | Cumberland | N.S 34 55 | 18 75 | | |
| Tuam | Simcoe, S.R. | O 28 05 | 18 75 | 7 50 | |
| Tuftsville | Hastings, W.R. | O 32 25 | 18 75 | | |
| Tullameen | Yale & Cariboo | B.C 12 00 | 2 08 | | |
| Tullochgorum | Châteauguay | Q 24 50 | 18 75 | | |
| Tullymet | Qu'Appelle | Sask 12 00 | 6 25 | | |
| Tumbell | Marquette | M 9 00 | 27 00 | | |
| Tupper | Dauphin | M 1 50 | 18 75 | | |
| Tupperville | Annapolis | N.S 108 00 | 40 50 | | 3 75 |
| Turbine | Algoma, E.R. | O 127 50 | 66 00 | | 3 75 |
| Turgeon | Bellechasse | Q 16 31 | 18 75 | | |
| Turgeon | Gloucester | N.B 93 50 | 53 50 | 7 50 | 3 75 |
| Turgoose | Nanaimo | B.C 111 24 | 33 00 | | |
| Turnerville | Kent, E.R. | O 50 35 | 26 25 | | |
| Turrieff | Hastings, E.R. | O 69 89 | 25 50 | | |
| Turtle Creek | King's & Albert | N.B 45 45 | 21 00 | 7 50 | |
| Turtle Lake | Parry Sound | O 18 00 | 18 75 | | |
| Turtle Mountain | Souris | M 17 34 | 18 75 | | |
| Turtle River | Dauphin | M 5 45 | 18 75 | | |
| Tuscarora | Braut | O 143 48 | 54 00 | | 3 75 |
| Uxford | Assa, W. | Sask 73 35 | 4 72 | | |
| Uxket Falls | Yarmouth | N.S 8 00 | 18 75 | | |
| Uxside | Wentworth | O 22 00 | 18 75 | | |
| Uxside | York | N.B 53 89 | 18 75 | | |
| Twin Butte | Alta | Alta 80 42 | 24 00 | | |
| Twin Elm | Carleton | O 49 50 | 28 50 | | |
| Two Creeks | Marquette | M 19 06 | 18 75 | | |
| Two Islands | Cumberland | N.S 3 00 | 18 75 | | |
| Two Rivers | Cumberland | N.S 61 50 | 30 00 | | |
| Tynehead | New Westminster | B.C 22 25 | 18 75 | | |
| Tyneside | Wentworth | O 46 00 | 21 00 | | |
| Tyotown | Glengarry | O 23 63 | 18 75 | | |
| Tyreonnell | Elgin, W.R. | O 81 00 | 33 00 | | |
| Tyrone | Durham | O 168 59 | 73 50 | | 7 50 |
| Tyrone | Queen's | P.E.I 10 25 | 18 75 | | |
| Tyrell | Norfolk | O 85 90 | 34 50 | | 3 75 |

a Opened 1-9-06.

* Opened 15-9-06.

c Opened 1-1-07.

d Opened 23-1-07.

e Opened 1-3-07.

b Summer Office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------|-------------------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Tzouhalem | Nanaimo..... | B.C | 204 00 | 58 50 | 3 75 |
| UCLUELET..... | Comox Atlin..... | B.C | 66 28 | 31 50 | |
| Udney..... | Ontario, N.R..... | O | 134 85 | 49 50 | 3 75 |
| Udora..... | York, N.R..... | O | 144 33 | 67 50 | 7 50 |
| Ufford..... | Muskoka..... | O | 39 79 | 18 75 | |
| Uthhoff..... | Simcoe, E.R..... | O | 102 86 | 40 50 | 4 50 3 75 |
| Ullswater..... | Muskoka..... | O | 41 70 | 22 50 | |
| Ulric..... | Mackenzie..... | Sask | 45 21 | 18 75 | |
| Umatilla..... | Dauphin..... | M | 20 75 | 18 75 | |
| Umfraville..... | Hastings, E.R..... | O | 25 95 | 18 75 | |
| Underhill..... | Northumberland..... | N.B | 33 22 | 18 75 | |
| Underhill..... | Souris..... | M | 148 60 | 60 00 | 3 00 3 75 |
| Undine..... | Victoria..... | N.B | 13 25 | 18 75 | |
| Uneeda..... | Lanark, N.R..... | O | 25 23 | 18 75 | |
| Union Centre..... | Pictou..... | N.S | 10 50 | 18 75 | |
| Union Corner..... | Carleton..... | N.B | 31 71 | 18 75 | |
| Union Corner..... | Prince..... | P.E.I | 16 46 | 18 75 | |
| Union Hall..... | Lanark, N.R..... | O | 20 44 | 18 75 | |
| Union North..... | Queens..... | P.E.I | 6 00 | 18 75 | |
| Union Point..... | Provencher..... | M | 74 70 | 25 50 | |
| Union Road..... | Queen's..... | P.E.I | 9 94 | 18 75 | |
| Union Square..... | Lunenburg..... | N.S | 13 03 | 18 75 | |
| Uno-Park..... | Nipissing..... | O | 93 56 | 43 50 | 3 75 |
| Uplands..... | Parry Sound..... | O | 11 00 | 18 75 | |
| Upper..... | Haldimand..... | O | 13 00 | 18 75 | |
| Upper Abougoggin..... | Westmoreland..... | N.B | 49 40 | 18 75 | |
| Upper Baddeck River..... | North Cape Breton and Victoria..... | N.S | 19 01 | 18 75 | |
| Upper Balmoral..... | Restigouche..... | N.B | 30 00 | 18 75 | |
| Upper Bass River..... | Colchester..... | N.S | 38 75 | 18 75 | |
| Upper Bay du Vin..... | Northumberland..... | N.B | 24 35 | 18 75 | |
| Upper Bedford..... | Missisquoi..... | Q | 175 25 | 78 00 | 7 50 |
| Upper Big Tracadie..... | Guysborough..... | N.S | 17 00 | 18 75 | |
| Upper Blackville..... | Northumberland..... | N.B | 54 30 | 22 50 | 3 00 |
| Upper Branch..... | Lunenburg..... | N.S | 34 48 | 18 75 | |
| Upper Brighton..... | Carleton..... | N.B | 32 00 | 18 75 | |
| Upper Brookside..... | Colchester..... | N.S | 13 25 | 18 75 | |
| Upper Bucouche..... | Kent..... | N.B | 31 00 | 18 75 | |
| Upper Burlington..... | Hants..... | N.S | 12 00 | 18 75 | |
| Upper Burton..... | Sunbury & Queen's..... | N.B | 17 75 | 18 75 | |
| Upper Canard..... | King's..... | N.S | 88 43 | 45 00 | 3 75 |
| Upper Cape..... | Westmoreland..... | N.B | 33 75 | 18 75 | |
| Upper Caraquet..... | Gloucester..... | N.B | 100 90 | 40 50 | 3 75 |
| Upper Caverhill..... | York..... | N.B | 29 05 | 18 75 | |
| Upper Charlo..... | Restigouche..... | N.B | 38 38 | 18 75 | 1 50 |
| Upper Chelsea..... | Lunenburg..... | N.S | 13 25 | 18 75 | |
| Upper Clements..... | Annapolis..... | N.S | 41 50 | 18 75 | |
| Upper Clyde River..... | Shelburne & Queen's..... | N.S | 7 25 | 18 75 | |
| Upper Coal Creek..... | Sunbury & Queen's..... | N.B | 12 48 | 18 75 | |
| Upper Coverdale..... | King's & Albert..... | N.B | 7 00 | 18 75 | |
| Upper Derby..... | Northumberland..... | N.B | 38 70 | 18 75 | |
| Upper Dorchester..... | Westmoreland..... | N.B | 92 50 | 46 50 | 13 50 3 75 |
| Upper Dover..... | Westmoreland..... | N.B | 19 73 | 18 75 | |
| Upper Dyke Village..... | King's..... | N.S | 51 00 | 30 00 | |
| Upper Economy..... | Colchester..... | N.S | 26 47 | 18 75 | |
| Upper Fort Lawrence..... | Cumberland..... | N.S | 30 00 | 18 75 | |

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------------|---------------------------------------|----------|---|----------------------------|-------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Upper Gaspereaux | Sunbury & Queen's. N.B | 12 50 | 18 75 | | |
| Upper Glencoe | Inverness N.S | 18 95 | 18 75 | | |
| Upper Glen Road | Antigonishe N.S | 7 20 | 18 75 | | |
| Upper Golden Grove | King's & Albert N.B | 5 75 | 18 75 | | |
| Upper Goshen | King's & Albert N.B | 12 00 | 18 75 | | |
| Upper Grand Mira | South Cape Breton N.S | 18 75 | 18 75 | | |
| Upper Granville | Annapolis N.S | 46 00 | 27 00 | | |
| Upper Greenwich | King's & Albert N.B | 13 18 | 18 75 | | |
| Upper Hampstead | Sunbury & Queen's N.B | 27 55 | 18 75 | | |
| Upper Hayneville | York N.B | 77 73 | 24 00 | | |
| Upper Kempt Head | North Cape Breton and Victoria N.S | 12 40 | 18 75 | | |
| Upper Kemptown | Colchester N.S | 21 53 | 18 75 | | |
| Upper Kennetcook | Hants N.S | 86 35 | 37 50 | | 3 75 |
| ^a Upper Kensington | Jacques Cartier Q | 49 59 | 14 58 | | |
| Upper Kent | Carleton N.B | 62 43 | 26 50 | 2 25 | |
| Upper Keswick | York N.B | 47 50 | 21 00 | | |
| Upper Keswick Ridge | York N.B | 10 50 | 18 75 | | |
| Upper Kingsbury | Lunenburg N.S | 19 30 | 18 75 | | |
| Upper Kintore | Victoria N.B | 21 71 | 18 75 | | |
| Upper Knoxford | Carleton N.B | 25 23 | 18 75 | | |
| Upper La Have | Lunenburg N.S | 52 98 | 21 00 | | |
| Upper Lakeville | Halifax N.S | 7 30 | 18 75 | | |
| Upper Leitch's Creek | North Cape Breton and Victoria N.S | 9 50 | 18 75 | | |
| Upper Loch Lomond | St. John N.B | 15 00 | 18 75 | | |
| Upper Magaguadavic | York N.B | 27 98 | 19 50 | | |
| Upper Malagash | Cumberland N.S | 20 00 | 18 75 | | |
| Upper Margaree | Inverness N.S | 24 98 | 18 75 | 2 25 | |
| Upper Maugerville | Sunbury & Queen's N.B | 98 65 | 35 00 | | 2 50 |
| Upper Melbourne | Richmond & Wolfe Q | 125 80 | 55 50 | | 3 75 |
| Upper Middleboro | Cumberland N.S | 62 62 | 28 50 | | |
| Upper Middle River | North Cape Breton and Victoria N.S | 41 08 | 18 75 | 2 25 | |
| Upper Nappan | Cumberland N.S | 12 50 | 18 75 | | |
| Upper Nelson | Northumberland N.B | 43 71 | 18 75 | | |
| Upper New Cornwall | Lunenburg N.S | 28 18 | 21 00 | | |
| Upper New Harbour | Guysborough N.S | 38 50 | 18 75 | 4 50 | |
| Upper New Horton | King's & Albert N.B | 33 95 | 18 75 | | |
| Upper New Port | Hants N.S | 57 55 | 25 00 | | |
| Upper Nine Mile River | Hants N.S | 62 90 | 31 50 | | |
| Upper North River | Colchester N.S | 7 00 | 18 75 | | |
| Upper Ohio | Shelburne & Queen's N.S | 7 25 | 18 75 | | |
| Upper Otnabog | Sunbury & Queen's N.B | 23 55 | 18 75 | | |
| Upper Peel | Carleton N.B | 8 50 | 18 75 | | |
| Upper Pereaux | King's N.S | 25 55 | 18 75 | | |
| ^b Upper Pinevale | Antigonishe N.S | 3 00 | 10 42 | | |
| Upper Pointe de Bute | Westmoreland N.B | 34 75 | 18 75 | | |
| Upper Port Latour | Shelburne & Queen's N.S | 127 96 | 55 50 | | 3 75 |
| Upper Pugwash | Cumberland N.S | 13 00 | 18 75 | | |
| Upper Queensbury | York N.B | 42 15 | 18 75 | | |
| Upper Rawdon | Hants N.S | 78 50 | 36 00 | | 3 75 |
| Upper Rexton | Kent N.B | 14 40 | 18 75 | | |
| Upper River Dennis | Inverness N.S | 9 00 | 18 75 | | |
| Upper Rockport | Westmoreland N.B | 12 21 | 18 75 | | |
| Upper Sackville | Halifax N.S | 8 00 | 18 75 | | |
| Upper Sackville | Westmoreland N.B | 205 00 | 66 00 | 2 25 | 7 50 |
| Upper Scotsburn | Pictou N.S | 8 00 | 18 75 | | |

^a Opened 1-9-06.^b Closed 1-12-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|-----------------------------|--|----------|------|---|----------------------------|-------------------------|
| | | \$ | cts. | \$ | | |
| Upper Sheffield..... | Sunbury & Queen's..... | N.B. | 51 | 27 | 21 | 25 |
| Upper Smithfield..... | Guysborough..... | N.S. | 29 | 30 | +27 | 75 |
| Upper Southampton..... | York..... | N.B. | 11 | 00 | 18 | 75 |
| Upper South River..... | Antigonishe..... | N.S. | 84 | 50 | 31 | 50 |
| Upper South West Mabou..... | Inverness..... | N.S. | 9 | 50 | 18 | 75 |
| Upper Springfield..... | York..... | N.B. | 19 | 73 | 18 | 75 |
| Upper Springfield..... | Antigonishe..... | N.S. | 10 | 00 | 18 | 75 |
| a Upper Squamish..... | Comox-Atlin..... | B.C. | 15 | 00 | 16 | 66 |
| Upper Sumas..... | New Westminster..... | B.C. | 30 | 65 | 24 | 00 |
| Upperton..... | King's & Albert..... | N.B. | 35 | 75 | 18 | 75 |
| Upper Washabuck..... | North Cape Breton and Victoria..... | N.S. | 23 | 20 | 18 | 75 |
| Upper Westmoreland..... | Queen's..... | P.E.I. | 14 | 25 | 18 | 75 |
| Upper Whitehead..... | Guysborough..... | N.S. | 10 | 25 | 18 | 75 |
| Upper Wicklow..... | Carleton..... | N.B. | 24 | 21 | 18 | 75 |
| Upper Wood-Harbour..... | Shellbourne & Queen's..... | N.S. | 68 | 50 | 33 | 00 |
| Uptergrove..... | Ontario, N.R..... | O | 124 | 58 | 63 | 00 |
| Urbana..... | Hants..... | N.S. | 56 | 05 | 18 | 75 |
| Urbenville..... | Prince..... | P.E.I. | 9 | 00 | 18 | 75 |
| Urney..... | King's & Albert..... | N.B. | 5 | 70 | 18 | 75 |
| Urquharts..... | King's & Albert..... | N.B. | 14 | 00 | 18 | 75 |
| Ursa..... | Victoria & Haliburton..... | O | 46 | 21 | 21 | 00 |
| Usher..... | Antigonishe..... | N.S. | 7 | 00 | 18 | 75 |
| Usona..... | Strathcona..... | Alta | 8 | 91 | 18 | 75 |
| Utica..... | Ontario, S.R..... | O | 61 | 98 | 28 | 00 |
| Utopia..... | Simcoe, S.R..... | O | 167 | 44 | 49 | 50 |
| Utopia..... | Charlotte..... | N.B. | 25 | 25 | 18 | 75 |
| b Uttoxeter..... | Lambton, W. R..... | O | 17 | 00 | 2 | 08 |
| VACHELL..... | York, N.R..... | O | 47 | 86 | 20 | 25 |
| Valcartier..... | Québec..... | Q | 55 | 27 | 24 | 00 |
| Valcartier-Station..... | Québec..... | Q | 19 | 70 | 18 | 75 |
| Valcartier-Village..... | Québec..... | Q | 64 | 00 | 26 | 25 |
| Val des Bois..... | Labelle..... | Q | 120 | 10 | 48 | 75 |
| Valencay..... | Labelle..... | Q | 43 | 87 | +27 | 75 |
| Valenciennes..... | Mégantic..... | Q | 12 | 55 | 18 | 75 |
| Valens..... | Wentworth..... | O | 65 | 55 | 26 | 25 |
| Valentia..... | Victoria & Haliburton..... | O | 104 | 70 | 51 | 00 |
| Vale Perkins..... | Brome..... | Q | 89 | 86 | 38 | 50 |
| Valetta..... | Kent, W.R..... | O | 156 | 15 | 56 | 25 |
| Vallentyne..... | Ontario, N.R..... | O | 93 | 10 | 34 | 50 |
| Valley..... | Assa East..... | Sask | 10 | 00 | 18 | 75 |
| Valley City..... | Strathcona..... | Alta | 165 | 79 | 18 | 75 |
| Valleyfield..... | Queen's..... | P.E.I. | 20 | 00 | 18 | 75 |
| Valleyfield, East..... | King's..... | P.E.I. | 17 | 00 | 18 | 75 |
| Valley Mills..... | Inverness..... | N.S. | 8 | 23 | 18 | 75 |
| Valley River..... | Dauphin..... | M | 114 | 50 | 62 | 50 |
| Valley Station..... | Colchester..... | N.S. | 61 | 90 | 18 | 75 |
| Valmont..... | Champlain..... | Q | 109 | 94 | 46 | 00 |
| Valmorin..... | Terrebonne..... | Q | 69 | 30 | 25 | 50 |
| Valois..... | Jacques-Cartier..... | Q | 37 | 50 | 18 | 75 |
| Valparaiso..... | Humboldt..... | Sask | 24 | 12 | +23 | 55 |
| Valracine..... | Compton..... | Q | 84 | 00 | 39 | 00 |
| Vanbrugh..... | Renfrew, S.R..... | O | 29 | 75 | 18 | 75 |
| Van Bruyssel..... | Chicoutimi & Saguenay..... | Q | 35 | 80 | 0 | 30 |

† Including \$9 night allowance.

‡ Including \$4.80 night allowance.

a Opened 1-8-06.

b Re-Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|--------------------------------|--------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Vancamp..... | Dundas..... | O 50 48 | 25 50 | | |
| Vandear..... | Oxford, S.R..... | O 49 06 | 18 75 | | |
| Vandeleur..... | Grey, E.R..... | O 70 00 | 27 00 | | |
| Vandorf..... | York, N.R..... | O 82 47 | 34 50 | | |
| Vanessa..... | Norfolk..... | O 182 29 | 71 00 | | 6 25 |
| Van Horne..... | Kent, W.R..... | O 3 00 | 18 75 | | |
| Vankoughnet..... | Muskoka..... | O 65 00 | 21 00 | | |
| Vanneck..... | Middlesex, E.R..... | O 23 35 | 18 75 | | |
| Vansickle..... | Hastings, W.R..... | O 22 50 | 18 75 | | |
| Vanvack..... | Simcoe, N.R..... | O 31 00 | 18 75 | | |
| Van Winkle..... | Yale & Cariboo..... | B.C 133 73 | 85 50 | | 7 50 |
| Vareney..... | Haldimand..... | O 50 59 | 25 50 | | |
| Varney..... | Grey, S.R..... | O 81 85 | 37 50 | | 3 75 |
| Vasey..... | Simcoe, E.R..... | O 151 61 | 66 00 | | 3 75 |
| Vassar..... | Provencher..... | M 87 65 | 30 00 | 9 00 | |
| Vauchuse..... | L'Assomption..... | Q 30 95 | 18 75 | | |
| Vaudreuil Station..... | Vaudreuil..... | Q 342 14 | 93 00 | 75 | 7 50 |
| Vaughan..... | Hants..... | N.S 20 00 | 18 75 | | |
| Vauquelin..... | Gaspé..... | Q 10 00 | 12 50 | | |
| Vellore..... | York, C.R..... | O 55 44 | 28 50 | | |
| Venice..... | Missisquoi..... | Q 10 50 | 18 75 | | |
| Venlaw..... | Dauphin..... | M 40 33 | 24 00 | | |
| Venunachar..... | Lennox & Addington..... | O 87 36 | 33 75 | 2 25 | 3 75 |
| Venosta..... | Wright..... | Q 131 92 | 55 50 | 2 25 | 3 75 |
| Ventry..... | Grey, E.R..... | O 14 53 | 18 75 | | |
| Verdun..... | Bruce, S.R..... | O 19 00 | 18 75 | | |
| Vereker..... | Essex, S.R..... | O 51 00 | 35 00 | | 2 50 |
| Verigin..... | Mackenzie..... | Sask. 148 57 | *45 03 | 2 25 | |
| Vermillion Bay..... | Thunder Bay & Rainy-River..... | O 741 02 | 117 00 | | 11 25 |
| Vermilion Valley..... | Strathcona..... | Alta 61 47 | 40 50 | | 3 75 |
| Verna..... | Assa, West..... | Sask. 18 75 | 18 75 | | |
| Vernal..... | Antigonishe..... | N.S 15 25 | 18 75 | | |
| Vernet..... | Labelle..... | Q 8 23 | 18 75 | | |
| Vernon Mines..... | King's..... | N.S 9 00 | 18 75 | | |
| Vernon River..... | Queen's..... | P.E.I 100 87 | 43 50 | 1 00 | 3 75 |
| Vernonville..... | Northumberland, W.R..... | O 98 68 | 43 50 | | 3 75 |
| Versailles..... | St. Johns & Iberville..... | Q 32 50 | 18 75 | | |
| Verschoyle..... | Oxford, S.R..... | O 146 10 | 70 50 | | 7 50 |
| Verte-Vallée..... | Vaudreuil..... | Q 20 42 | 18 75 | | |
| Vesta..... | Bruce, S.R..... | O 59 70 | 24 00 | | |
| Vestfold..... | Dauphin..... | M 22 50 | 18 75 | | |
| Vesuvius..... | King's..... | N.S 12 00 | 18 75 | | |
| Veuve River..... | Nipissing..... | O 13 00 | 18 75 | | |
| Vezina's Corner..... | Richmond & Wolfe..... | Q 19 25 | 18 75 | | |
| Vicars..... | Huntingdon..... | Q 53 15 | 21 00 | 7 50 | |
| Vickers..... | Grey, S.R..... | O 25 10 | 18 75 | | |
| Victoria..... | Carleton..... | N.B 115 50 | 50 00 | | 3 75 |
| Victoria..... | Cumberland..... | N.S 14 50 | 18 75 | | |
| Victoria Avenue..... | Chelagala..... | Q 998 00 | 112 50 | | |
| Victoria Beach..... | Annapolis..... | N.S 53 00 | 33 00 | | 3 75 |
| Victoria Bridge..... | South Cape Breton..... | N.S 7 00 | 18 75 | 2 25 | |
| Victoria Cross..... | King's..... | P.E.I 11 25 | 18 75 | | |
| Victoria Corners..... | Ontario, S.R..... | O 30 00 | 18 75 | | |
| Victoria Harbour..... | King's..... | N.S 24 23 | 18 75 | | |
| Victoria Mines..... | South Cape Breton..... | N.S 47 93 | 21 00 | | |
| Victoria Square..... | York, C.R..... | O 93 26 | 43 50 | | 3 75 |
| Victoria Vale..... | Annapolis..... | N.S 40 40 | 30 25 | | 2 50 |

* Including \$16.53 night allowance, \$1.53 of which is arrears.

b Late Stanley.

c Opened 1-10-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | Forward Allow- ance. | Rent Allow- ance. |
|------------------------------|---------------------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| Victoria West..... | Prince.....P.E.I | 15 10 | 18 75 | | |
| Victory..... | Annapolis.....N.S | 9 00 | 18 75 | | |
| Victory..... | Sunbury & Queen.....N.B | 6 50 | 18 75 | | |
| a Vidir..... | Selkirk.....Man | 9 16 | 10 41 | | |
| Vieille Eglise..... | Lotbiniere.....Q | 70 00 | 29 50 | | |
| Vienneau..... | Northumberland.....N.B | 18 25 | 18 75 | | |
| Viewfield..... | Qu'Appelle.....Sask | 22 60 | 18 75 | | |
| Viger..... | Témiscouata.....Q | 238 14 | 115 50 | 13 50 | 11 25 |
| Vigo..... | Simcoe, N.R.....O | 14 40 | 18 75 | | |
| Viking..... | Strathcona.....Alta | 111 33 | 31 50 | | |
| Village Bélanger..... | Laval.....Q | 37 20 | 18 75 | | |
| Villagedale..... | Shelburne & Queen's.....N.S | 41 65 | 18 75 | | |
| Village Green..... | Queen's East.....P.E.I | 9 00 | 18 75 | | |
| Village Saint Jean..... | Kent.....N.B | 22 50 | 18 75 | | |
| Village St. Onge..... | Three Rivers and St. Maurice.....Q | 145 00 | 37 50 | | 3 75 |
| Villani..... | Labelle.....Q | 16 00 | 18 75 | | |
| Villanova..... | Norfolk.....O | 188 92 | 73 50 | | 7 50 |
| Ville Guay..... | Lévis.....Q | 25 25 | 18 75 | | |
| Villemay..... | Lévis.....Q | 12 95 | 18 75 | | |
| Villeneuve..... | Maisonneuve.....Q | § | § | | |
| Villeneuve..... | Edmonton.....Alta | 25 90 | 18 75 | 1 75 | |
| c Villeroy..... | Lotbiniere.....Q | 80 86 | 28 50 | | |
| Villeray..... | Laval.....Q | § | § | | |
| Villette..... | Compton.....Q | 61 48 | 25 50 | | |
| Villiers..... | Peterborough, E.R.....O | 56 88 | 30 00 | | |
| Vincennes..... | Champlain.....Q | 73 24 | 31 00 | | |
| Vincent..... | Sunbury & Queen's.....N.B | 18 46 | 18 75 | | |
| Vine..... | Simcoe, S.R.....O | 23 30 | 18 75 | | |
| Vinemount..... | Wentworth.....O | 114 58 | 48 00 | | 3 75 |
| Vinette..... | Russell.....O | 44 25 | 18 75 | | |
| Vinton..... | Pontiac.....Q | 117 00 | 26 25 | 2 25 | 3 75 |
| Viola Dale..... | Marquette.....M | 17 50 | 18 75 | | |
| Violet..... | Lennox & Addington.....O | 27 75 | 18 75 | | |
| Violet Hill..... | Dufferin.....O | 49 00 | 18 75 | | |
| Virgil..... | Lincoln.....O | 113 89 | 33 75 | | 3 75 |
| Vivian..... | York, N.R.....O | 23 71 | 18 75 | | |
| Voght Valley..... | Yale & Cariboo.....B.C | 23 00 | 18 75 | | |
| Vogler's Cove..... | Lunenburg.....N.S | 71 63 | 31 50 | | |
| Vroomanton..... | Ontario, N.R.....O | 57 00 | 24 00 | | |
| Vyner..... | Lambton, W.R.....O | 24 75 | 18 75 | | |
| W AAISIS STATION..... | Sunbury & Queen's.....N.B | 60 00 | 26 25 | | |
| Waba..... | Renfrew, S.R.....O | 98 07 | 45 00 | | 3 75 |
| Wabamun..... | Edmonton.....Alta | 122 75 | 28 50 | | |
| Wabash..... | Kent, E.R.....O | 93 23 | 54 00 | | 3 75 |
| Wabassée..... | Labelle.....Q | 39 38 | 39 00 | | 2 50 |
| Wadden Cove..... | South Cape Breton.....N.S | 6 00 | 18 75 | | |
| Wadhams..... | Comox-Atlin.....B.C | 42 64 | 30 00 | | |
| Wagarville..... | Frontenac.....O | 22 46 | 18 75 | | |
| Wagram..... | Wellington, N.R.....O | 11 50 | 18 75 | | |
| Wakaw..... | Humboldt.....Sask | 40 00 | 18 75 | | |
| Wakefield Centre..... | Carleton.....N.B | 9 00 | 18 75 | | |
| Wakeham..... | Lisgar.....M | 17 95 | 18 75 | | |
| Wakopa..... | Souris.....M | 144 55 | 48 00 | | 3 75 |

§ For Revenue, &c. See Appendix C under Montreal Sub-Offices. a Opened 1-11-06. c Late Mulock.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|----------------------|----------------------|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| a Waldeck | Assa. West | Sask 100 65 | 12 50 | | |
| Waldeck Line | Annapolis | N.S. 17 25 | 18 75 | | |
| Waldegrave | Colchester | N.S. 55 48 | 18 75 | | |
| Waldemar | Dufferin | O 110 47 | 63 00 | | 3 75 |
| Walden | Lunenburg | N.S. 18 30 | 18 75 | | |
| Waldheim | Sask | Sask 16 20 | 18 75 | | |
| c Waldo | Kootenay | B.C. 120 40 | 10 41 | | |
| Walford Station | Algoma, E.R. | O 221 62 | 91 50 | | 7 50 |
| Walker's | Middlesex, W.R. | O 66 34 | 26 25 | | |
| Walker's Cutting | Drum'm'd & Arthab'ka | Q 43 68 | 21 00 | | |
| Walker's Point | Muskoka | O 26 50 | 18 75 | | |
| Walker's Settlement | King's and Albert | N.B. 4 00 | 18 75 | | |
| q Walkerville | Richmond | N.S. 25 18 | 18 75 | | |
| Wallace | Perth, N.R. | O 113 44 | 40 50 | | 3 75 |
| Wallace | Mackenzie | Sask 12 25 | 18 75 | | |
| Wallace Bay | Cumberland | N.S. 40 25 | 18 75 | | |
| Wallace Bay South | Cumberland | N.S. 28 95 | 18 75 | | |
| Wallace Bridge | Cumberland | N.S. 178 26 | 76 50 | | 7 50 |
| Wallace Grant | Cumberland | N.S. 17 05 | 18 75 | | |
| Wallace Highlands | Cumberland | N.S. 10 20 | 18 75 | | |
| Wallace Mill | Rimouski | Q 14 25 | 18 75 | | |
| Wallace Ridge | Cumberland | N.S. 115 15 | 52 50 | 21 00 | 3 75 |
| Wallace Station | Cumberland | N.S. 81 90 | 33 00 | 8 25 | 3 75 |
| Wallbridge | Hastings, W.R. | O 66 00 | 36 00 | | 3 75 |
| Wallbrook | King's | N.S. 18 75 | 18 75 | | |
| Wallenstein | Wellington, N.R. | O 71 90 | 27 00 | | |
| Walker | Russell | O 6 25 | 18 75 | | |
| Walmer | Oxford, N.R. | O 39 83 | 18 75 | | |
| Walnut | Lambton, E.R. | O 71 75 | 33 00 | | |
| Walpole Island | Lambton, W.R. | O 49 71 | 18 75 | | |
| Waltham Station | Pontiac | Q 207 63 | 60 00 | | 3 75 |
| Walton's Lake | King's and Albert | N.B. 5 00 | 18 75 | | |
| w Wanda | Strathcona | Alta 7 00 | 2 08 | | |
| Warner | Alberta | Alta c 8 00 | | | |
| Wanstead | Lambton, W.R. | O 117 47 | 58 50 | 12 00 | 3 75 |
| Wapaha | Souris | M 10 00 | 18 75 | | |
| Wapta | Kootenay | B.C. 23 24 | 18 75 | | |
| Warburton | Leeds | O 134 46 | 61 50 | | 3 75 |
| Warden | Shefford | Q 97 00 | 99 00 | 9 00 | + 17 50 |
| Wardenville | Sask | Sask 29 00 | 18 75 | | |
| Ward's Brook | Cumberland | N.S. 61 41 | 26 25 | | |
| Ward's Creek Road | King's and Albert | N.B. 14 00 | 18 75 | | |
| Wareham | Grey, E.R. | O 46 50 | 22 50 | | |
| Warina | Stormont | O 22 73 | 18 75 | | |
| Warleigh | Marquette | M 10 00 | 13 75 | | |
| Warmley | Assa. East | Sask 33 00 | 18 75 | | |
| Warmminster | Simcoe, E.R. | O 129 20 | 67 50 | 3 75 | 3 75 |
| Warner | Lincoln | O 13 10 | 18 75 | | |
| Warren | York | N.B. 18 25 | 18 75 | | |
| Wartburg | Perth, N.R. | O 42 47 | 18 75 | | |
| Warwick | Edmonton | Alta 77 58 | 45 00 | | 3 75 |
| Wasa | Kootenay | B.C. 38 08 | 18 75 | | |
| Wascana | Assa. West | Sask 12 50 | 22 50 | | |
| f Waseca | Sask | Sask 32 50 | 5 27 | | |
| Washabuck Bridge | Victoria | N.S. 6 25 | 18 75 | | |
| Washburn | Frontenac | O 95 47 | 40 50 | 2 25 | 3 75 |
| Washington | Oxford, N.R. | O 120 75 | 57 00 | | 3 75 |

+Including \$10 arrears rent. a Opened 1-10-06. d Opened 1-3-07. e Credit for new office not yet opened. g Late Basin of River Inhabitants. f Opened 15-1-07. c Opened 1-11-06.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year.) | Forward Allow- ance. | Rent Allow- ance. |
|----------------------------------|----------------------------|----------|---|----------------------------|-------------------------|
| | | § cts. | § cts. | § cts. | § cts. |
| a Wassewa..... | Souris..... M | 6 31 | 10 80 | | |
| Waterborough..... | Sunbury and Queen's N.B | 37 25 | 18 75 | | |
| Waterford..... | Digby..... N.S | 27 25 | 18 75 | | |
| Waterford..... | King's and Albert..... N.B | 82 75 | 37 50 | 3 75 | 3 75 |
| Waterford..... | Prince..... P.E.I | 14 00 | 18 75 | | |
| Waterloo..... | Lunenburg..... N.S | 14 75 | 18 75 | | |
| Waternish..... | Guysborough..... N.S | 23 75 | 18 75 | | |
| Waterside..... | King's and Albert..... N.B | 81 21 | 38 00 | | 2 50 |
| Waterside..... | Pictou..... N.S | 24 00 | 18 75 | 2 25 | |
| Waterton..... | Brockville..... O | 42 00 | 18 75 | | |
| Watervale..... | Pictou..... N.S | 38 75 | 25 50 | | |
| Waterville..... | Carleton..... N.B | 65 00 | 25 50 | | |
| Watford..... | Lunenburg..... N.S | 17 00 | 18 75 | | |
| Watson's Corners..... | Lanark N.R..... O | 133 50 | 58 50 | 2 25 | 3 75 |
| Watson Settlement..... | Carleton..... N.B | 12 25 | 18 75 | | |
| Wattenwyl..... | Parry Sound..... O | 23 70 | 18 75 | | |
| Watt Section, Sheet Harbour..... | Halifax..... N.S | 43 16 | 18 75 | 3 75 | |
| Wattsburg..... | Kootenay..... B.C | 181 80 | 48 00 | | 3 75 |
| Wattsvlew..... | Marquette..... M | 12 00 | 18 75 | | |
| b Waubamick..... | Parry Sound..... O | | 6 25 | | |
| Waubuno..... | Lambton, W.R..... O | 59 07 | 31 50 | | |
| Waudby..... | Grey, S R..... O | 16 00 | 18 75 | | |
| d Waugh..... | Gloucester..... N.B | 5 00 | | | |
| Waugh..... | Edmonton..... Alta | 14 00 | 18 75 | 9 17 | |
| Waugh's River..... | Colchester..... N.S | 139 60 | 73 50 | | 7 50 |
| Waupoos..... | Prince Edward..... O | 94 41 | 45 00 | | 3 75 |
| Waupoos East..... | Prince Edward..... O | 43 50 | 18 75 | | |
| Wavy Bank..... | Selkirk..... M | 21 41 | 18 75 | | |
| Wavy Lake..... | Strathcona..... Alta | 69 44 | 24 00 | 1 88 | |
| WaWa..... | Algoma, W.R..... O | 26 66 | 41 25 | | 2 50 |
| Waweig..... | Charlotte..... N.B | 54 21 | 24 00 | | |
| Wawota..... | Assa, East..... Sask | 265 51 | 27 00 | | |
| Wayerton..... | Northumberland..... N.B | 6 50 | 18 75 | | |
| Wayland..... | Algoma, West..... O | 33 00 | 18 75 | | |
| Wayside..... | Lanark, S.R..... O | 59 25 | 25 50 | | |
| Way's Mills..... | Stanstead..... Q | 146 00 | 75 00 | | 7 50 |
| Weatherly..... | Lunenburg..... N.S | 18 75 | 18 75 | | |
| Weaver..... | Victoria..... N.B | 11 25 | 18 75 | | |
| Weaver Settlement..... | Digby..... N.S | 21 00 | 18 75 | | |
| Webster's Corner..... | Queen's..... P.E.I | 24 00 | 18 75 | 2 25 | |
| Webster's Corners..... | New Westminster..... B.C | 30 50 | 18 75 | | |
| Weedon..... | Richmond and Wolfe..... Q | 28 19 | 18 75 | | |
| Weedon Centre..... | Richmond and Wolfe..... Q | 69 75 | 37 00 | | 2 50 |
| Weidmann..... | Lambton, E.R..... O | 40 00 | 18 75 | | |
| Weir..... | Wentworth..... O | 36 75 | 18 75 | | |
| Weirhill..... | Assa, East..... Sask | 18 50 | 18 75 | | |
| Weirstead..... | Pontiac..... Q | 49 20 | 26 50 | | |
| Weissenburg..... | Waterloo, N.R..... O | 30 00 | 18 75 | | |
| Welch..... | Westmoreland..... N.B | 12 60 | 18 75 | | |
| Welcome Pass..... | Comox-Atlin..... B.C | 23 96 | 18 75 | | |
| Weldon..... | Humboldt..... Sask | 51 60 | 33 00 | | 2 50 |
| Weldon..... | King's and Albert..... N.B | 14 00 | 18 75 | | |
| Wellburn..... | Middlesex, E.R..... O | 36 25 | 18 75 | | |
| Wellington..... | Prince..... P.E.I | 6 00 | 18 75 | | |
| Wellington..... | Yarmouth..... N.S | 30 15 | 18 75 | | |
| Wellington Station..... | Halifax..... N.S | 11 45 | 18 75 | | |
| Wells..... | King's and Albert..... N.B | 8 25 | 18 75 | | |

*Including \$1.67 arrears forward. b Closed 1-10-06. d Opened 15-3-07. a Closed 6-12-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|---------------------------------|-----------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Welsford | Pictou | 68 69 | 33 00 | | 3 75 |
| Welsford Road | King's | 25 25 | 18 75 | | |
| Welshtown | Shelburne and Queen's | 4 75 | 18 75 | | |
| Welton's Corner | Kings | 37 95 | 18 75 | | |
| Welwyn | Assa, East | | 2 08 | | |
| Wemyss | Lanark, S.R. | 72 62 | 30 00 | 3 75 | |
| Wendover | Prescott | 222 10 | 72 00 | | 7 50 |
| Wensley | Frontenac | 103 67 | 36 00 | | 3 75 |
| Wentworth | Cumberland | 38 30 | 22 25 | | |
| Wentworth Creek | Hants | 29 50 | 18 75 | | |
| Wentworth Station | Cumberland | 206 00 | 90 00 | 31 50 | 7 50 |
| Wentzell's Lake | Lunenburg | 31 25 | 18 75 | | |
| Wesley | Dufferin | 41 53 | 18 75 | | |
| Wesleyville | Durham | 80 00 | 22 50 | | |
| Wessington | Strathcona | 54 00 | 18 75 | | |
| West Advocate | Cumberland | 35 75 | 18 75 | | |
| West Alba | Inverness | 31 00 | 18 75 | | |
| West Anherst | Cumberland | 35 44 | 18 75 | | |
| West Apple River | Cumberland | 20 83 | 18 75 | | |
| West Aylwin | Wright | 36 23 | 18 75 | | |
| Westbank | Yale & Cariboo | 18 22 | 18 75 | | |
| West Bay Road | Inverness | 111 88 | 43 50 | 15 00 | 3 75 |
| West Berlin | Shelburne & Queen's | 54 88 | 25 50 | | |
| West Bolton | Brome | 18 95 | 18 75 | | |
| West Branch, River John | Pictou | 151 83 | 64 50 | | 3 75 |
| West Branch, St. Nicholas River | Kent | 34 00 | 18 75 | | |
| Westbridge | Yale & Cariboo | 12 00 | 18 75 | | |
| West Bridgeford | Assa, West | 47 84 | 18 75 | | |
| West Brook | Frontenac | 131 70 | 48 00 | | 3 75 |
| West Brook | Cumberland | 29 30 | 19 50 | | |
| West Brooklyn | Annapolis | 23 25 | 21 25 | | |
| Westbrook Mills | Cumberland | 38 05 | 19 50 | | |
| Westbury | Compton | 18 93 | 18 75 | | |
| Westbury Basin | Compton | 11 00 | 18 75 | | |
| West Caledonia | Shelburne & Queen's | 29 00 | 18 75 | | |
| West Cape | Prince | 21 65 | 18 75 | | |
| Westchester | Cumberland | 29 25 | 18 75 | | |
| Westchester Lake | Cumberland | 6 50 | 18 75 | | |
| West Chezzetcook | Halifax | 53 98 | 25 50 | | |
| West Clifford | Lunenburg | 18 00 | 18 75 | | |
| Westcock | Westmoreland | 22 00 | 18 75 | | |
| West Devon | Prince | 63 55 | 36 00 | | 3 75 |
| West Ditton | Compton | 9 00 | 18 75 | | |
| West Dublin | Lunenburg | 131 55 | 64 50 | 9 00 | 3 75 |
| West Earltown | Colchester | 12 75 | 18 75 | | |
| West Ely | Shefford | 58 50 | 18 75 | | |
| Westerly | Pictou | 11 25 | 18 75 | | |
| Western Covehead | Queen's | 38 25 | 18 75 | | |
| Western Head | Shelburne & Queen's | 23 00 | 18 75 | | |
| Western Road | Prince | 1 00 | 18 75 | | |
| West Essa | Simcoe, S.R. | 20 78 | 18 75 | | |
| Westfield | Huron, E.R. | 55 00 | 30 00 | | |
| Westfield | Shelburne & Queen's | 11 00 | 18 75 | | |
| Westfield Centre | King's & Albert | 134 10 | 60 00 | | 3 75 |
| West Flamborough | Wentworth | 152 33 | 73 50 | | 7 50 |
| Westford | Bruce, S.R. | 13 00 | 18 75 | | |
| West Franklin | York, N.R. | 22 50 | 18 75 | | |
| West Glassville | Carleton | 26 75 | 18 75 | | |

+ Including \$9, night allowance. a Closed 31-7-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward | Rent | |
|--------------------------------|-----------------------------------|----------|--------------------------------------|---------|---------|------------|
| | | | (based on revenue of previous year). | | | Allowance. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| West Grove..... | Muskoka..... | O | 10 00 | 18 75 | | |
| West Guilford..... | Victoria & Haliburton.. | O | 24 13 | 18 75 | | |
| West Hall..... | Souris..... | M | 17 25 | 18 75 | | |
| Westham Island..... | New Westminster..... | B.C | 34 20 | 22 50 | | |
| West Hansford..... | Cumberland..... | N.S | 13 45 | 18 75 | | |
| West Head..... | Shelburne & Queen's..... | N.S | 28 00 | 18 75 | | |
| West Hill..... | York, C.R..... | O | 59 86 | 22 50 | | |
| Westholme..... | Nanaimo..... | B.C | 172 05 | 57 00 | | 3 75 |
| West Huntingdon..... | Hastings, W.R..... | O | 88 75 | 37 50 | | 3 75 |
| West Inglesville..... | Annapolis..... | N.S | 15 06 | 18 75 | | |
| West Jeddore..... | Halifax..... | N.S | 42 70 | 22 50 | | |
| West Keith..... | Compton..... | Q | 21 73 | 18 75 | | |
| West La Have Ferry..... | Lunenburg..... | N.S | 115 63 | 49 50 | 3 75 | 3 75 |
| West Lake..... | Prince Edward..... | O | 84 10 | 37 50 | | 3 75 |
| West Lakevale..... | Antigonishe..... | N.S | 6 00 | 18 75 | | |
| West Lawrencetown..... | Halifax..... | N.S | 17 46 | 18 75 | | |
| West Leicester..... | Cumberland..... | N.S | 18 75 | 18 75 | | |
| Westley..... | Kootenay..... | B.C | 157 25 | 59 50 | | 5 00 |
| West Liscombe..... | Guysborough..... | N.S | 18 75 | 18 75 | | |
| West Lochaber..... | Antigonishe..... | N.S | 18 83 | 18 75 | | |
| West Mabou-Harbour..... | Inverness..... | N.S | 5 25 | 18 75 | | |
| West McGillivray..... | Middlesex, N.R..... | O | 22 75 | 18 75 | | |
| West Medford..... | King's..... | N.S | 18 00 | 18 75 | | |
| West Merigomish..... | Pictou..... | N.S | 78 65 | 54 50 | | 3 75 |
| West Middle Sable..... | Shelburne & Queen's..... | N.S | 17 33 | 18 75 | | |
| Westminster..... | Prescott..... | O | 23 60 | 18 75 | | |
| West Montrose..... | Waterloo, N.R..... | O | 69 67 | 52 59 | | 3 75 |
| Westmoreland Point..... | Westmoreland..... | N.B | 51 52 | 48 75 | 40 50 | 3 75 |
| West New Annan..... | Colchester..... | N.S | 145 00 | 56 50 | | 3 75 |
| West Newdy Quoddy..... | Halifax..... | N.S | 86 02 | 37 50 | | 3 75 |
| West Newton..... | Prince..... | P.E.I | 6 50 | 18 75 | | |
| West Northfield..... | Lunenburg..... | N.S | 27 75 | 21 00 | 3 75 | |
| Weston..... | King's..... | N.S | 147 48 | 62 00 | | 3 75 |
| Weston..... | Carleton..... | N.B | 8 00 | 18 75 | | |
| West Osgoode..... | Russell..... | O | 45 00 | 22 50 | | |
| Westover..... | Wentworth..... | O | 98 90 | 48 00 | | 3 75 |
| West Petpeswick..... | Halifax..... | N.S | 7 90 | 18 75 | | |
| West Plain..... | Lennox & Addington..... | O | 15 50 | 18 75 | | |
| *West Point..... | Prince..... | P.E.I | 73 50 | 33 00 | | 3 75 |
| West Point..... | Prince Edward..... | O | 10 00 | 25 00 | | |
| West Port Clyde..... | Shelburne & Queen's..... | N.S | 79 20 | 37 50 | | 3 75 |
| West Quaco..... | St. John..... | N.B | 117 20 | 54 00 | | 3 75 |
| West River..... | King's & Albert..... | N.B | 26 59 | 18 75 | | |
| West River..... | Pictou..... | N.S | 61 50 | 22 50 | 13 50 | |
| West Scotch Settlement..... | King's & Albert..... | N.B | 10 60 | 18 75 | | |
| West Shefford Station..... | Shefford..... | Q | 10 59 | 18 75 | | |
| West Side of Middle River..... | North Cape Breton & Victoria..... | N.S | 25 20 | 18 75 | 2 25 | |
| West St. Andrews..... | Colchester..... | N.S | 3 20 | 18 75 | | |
| West St. Peter's..... | King's..... | P.E.I | 7 00 | 18 75 | | |
| West Sutton..... | Brome..... | Q | 46 50 | 18 75 | | |
| West Tatanagouche..... | Colchester..... | N.S | 19 73 | 18 75 | | |
| Westview..... | Assa, West..... | Sask | 35 06 | 21 00 | | |
| Westward Ho..... | Calgary..... | Alta | 23 37 | 18 75 | | |
| West Waterville..... | York..... | N.B | 5 00 | | | |
| Wexford..... | York, C.R..... | O | 65 28 | 28 50 | | |
| Whalen..... | Middlesex, N.R..... | O | 43 33 | 18 75 | | |
| Whaletown..... | Comox-Atlin..... | B.C | 31 94 | 18 75 | | |

α Opened 13-3-07. * Summer office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary (based on revenue of previous year). | | Forward Allow- ance. | Rent Allow- ance. |
|-------------------------------|--|-------------|---|------|----------------------------|-------------------------|
| | | | \$ | cts. | | |
| Wharnciffe..... | Algoma, E.R..... | O 12 25 | 18 | 75 | | |
| Wharton..... | Cumberland..... | N.S 23 00 | 18 | 75 | | |
| Wheatfields..... | Sask..... | Sask 34 95 | 18 | 75 | 2 75 | |
| Wheatland..... | Drummond & Arthab'ka Q | 41 05 | 18 | 75 | | |
| Wheatley River..... | Queen's..... | P.E.I 42 52 | 18 | 75 | 2 25 | |
| Wheaton Mills..... | Westmoreland..... | N.B 22 71 | 18 | 75 | | |
| Wheaton Settlement..... | Westmoreland..... | N.B 23 75 | 18 | 75 | | |
| Wheatwyn..... | Assa, West..... | Sask. 20 12 | 18 | 75 | | |
| Wheeler..... | Lambton, E.R..... | O 13 64 | 18 | 75 | | |
| Whelan Lake..... | Renfrew, S.R..... | O 22 10 | 18 | 75 | | |
| Whim Road Cross..... | King's..... | P.E.I 36 00 | 18 | 75 | | |
| White..... | Lanark, N.R..... | O 16 00 | 18 | 75 | | |
| White-bread Station..... | Kent, E.R..... | O 64 00 | 26 | 25 | | |
| Whitebrush..... | Strathcona..... | Alta 84 34 | 24 | 00 | | |
| Whiteburn Mines..... | Shelburne & Queen's, N.S | 15 23 | 18 | 75 | | |
| White Church..... | Bruce, S.R..... | O 177 00 | 93 | 00 | 8 25 | 7 50 |
| White Fish Lake..... | Wright..... | Q 6 45 | 18 | 75 | | |
| White Fish Lake..... | Edmonton..... | Alta 17 95 | 18 | 75 | | |
| White Glen..... | Carleton..... | N.B 12 25 | 18 | 75 | | |
| Whitehall..... | Parry Sound..... | O 30 20 | 18 | 75 | 2 25 | |
| White Hawk..... | Mackenzie..... | Sask 31 50 | 18 | 75 | | |
| White Head Percé..... | Gaspé..... | Q 54 20 | 18 | 75 | | |
| Whitehead..... | King's & Albert..... | N.B 22 50 | 18 | 75 | | |
| White Head..... | Charlotte..... | N.B 56 76 | 21 | 00 | | |
| White Hill..... | Pictou..... | N.S 9 50 | 18 | 75 | | |
| Whitehurst..... | Brockville..... | O 45 00 | 18 | 75 | | |
| White Lake..... | Renfrew, S.R..... | O 123 22 | 55 | 50 | 2 25 | 3 75 |
| White Lake..... | Yale & Cariboo..... | B.C 31 70 | 18 | 75 | | |
| White Oak..... | Middlesex, E.R..... | O 36 00 | 18 | 75 | | |
| White Point..... | North Cape Breton and Victoria..... | N.S 8 45 | 18 | 75 | | |
| White Rock Mills..... | King's..... | N.S 64 00 | 33 | 00 | | |
| White Rose..... | York, N.R..... | O 17 30 | 18 | 75 | | |
| White Sand..... | Mackenzie..... | Sask 20 75 | 18 | 75 | | |
| White Sands..... | King's..... | P.E.I 15 15 | 18 | 75 | | |
| Whiteside..... | Richmond..... | N.S 23 00 | 18 | 75 | | |
| White's Corner..... | King's..... | N.S 17 25 | 18 | 75 | | |
| White's Cove..... | Sunbury & Queen's..... | N.B 107 69 | 48 | 00 | 3 00 | 3 75 |
| Whiteside..... | Muskoka..... | O 94 45 | 45 | 00 | | 3 75 |
| White's Lake..... | Halifax..... | N.S 6 00 | 18 | 75 | | |
| White's Mills..... | King's & Albert..... | N.B 5 75 | 18 | 75 | | |
| White's Mountain..... | King's & Albert..... | N.B 4 00 | 18 | 75 | | |
| White's Point..... | Sunbury & Queen's..... | N.B 18 67 | 18 | 75 | | |
| White's Settlement..... | Kent..... | N.B 16 35 | 18 | 75 | | |
| White's Station..... | Huntingdon..... | Q 29 80 | 22 | 50 | | |
| Whitestone..... | Parry Sound..... | O 124 12 | 84 | 00 | | 7 50 |
| White-water..... | Kootenay..... | B.C 209 00 | 61 | 50 | | 3 75 |
| Whitfield..... | Dufferin..... | O 14 96 | 18 | 75 | 3 75 | |
| Whitford..... | Edmonton..... | Alta 91 20 | 33 | 00 | 12 00 | |
| Whitney..... | Northumberland..... | N.B 48 25 | 22 | 25 | | |
| Whittier's Ridge..... | Charlotte..... | N.B 10 25 | 18 | 75 | | |
| Whittington..... | Dufferin..... | O 32 25 | 18 | 75 | | |
| Whitwick..... | Compton..... | Q 11 70 | 18 | 75 | | |
| Whitworth..... | Témiscouata..... | Q 130 39 | 57 | 50 | | 3 75 |
| Whycocmagh Bay (N. side)..... | Inverness..... | N.S 7 00 | 21 | 75 | 2 25 | |
| Whycocmagh Mount..... | Inverness..... | N.S 4 00 | 18 | 75 | | |
| Whycocmagh Portage..... | Inverness..... | N.S 10 30 | 18 | 75 | 10 50 | |
| Wick..... | Ontario, N.R..... | O 42 05 | 18 | 75 | | |

† Including 50c. arrears forward. † Including \$3 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary <i>(based on revenue of previous year).</i> | | Forward Allow- ance. | Rent Allow- ance. |
|----------------------|-------------------------|----------|---|--------|----------------------------|-------------------------|
| | | | § cts. | § cts. | | |
| Wickham | Sunbury & Queen's, N.B. | 63 93 | 21 00 | | | |
| Wickham Falls | Drummond & Arnaabakaq | 26 76 | 18 75 | | | |
| Wicklow | Northumberland, W.R. O | 101 50 | 45 00 | | | 3 75 |
| Wicklow | Carleton, N.B. | 29 50 | 19 50 | | | |
| Wicksteed | Victoria & Haliburton O | 2 00 | 18 75 | | | |
| Widder | Lambton, E.R. O | 46 85 | 21 00 | | | |
| Widdfield Station | Nipissing, O | 97 59 | 27 00 | | | |
| Wiggins | Sunbury & Queen's, N.B. | 6 25 | 18 75 | | | |
| Wiggins | Assa, West, Sask | b, 00 | | | | |
| Wikwemikong | Algoma, E.R. O | 85 00 | 34 50 | | | 3 75 |
| Wilbur | Frontenac, O | 34 25 | 18 75 | | | |
| a Wilbert | Sask, Sask | 67 69 | 18 75 | | | |
| Wilcox | Lincoln, O | 30 63 | 18 75 | | | |
| Wildfield | Peel, O | 46 25 | 18 75 | | | |
| Wild Oak | Dauphin, M | 33 70 | 39 00 | | | 3 75 |
| Wildwood | Oxford, N.R. O | 27 93 | 18 75 | | | |
| Wilford | Dauphin, M | 10 76 | 18 75 | | | |
| Wilfrid | Ontario, N.R. O | 93 95 | 40 50 | | | 3 75 |
| Wilkinson | Frontenac, O | 30 45 | 18 75 | | | |
| Willetsholme | Frontenac, O | 20 50 | 18 75 | | | |
| Williams | Kent, W.R. O | 70 14 | 18 75 | | | |
| Williamsburg | York, N.B. | 41 80 | 25 25 | | | |
| Williamsdale | Cumberland, N.S. | 18 75 | 18 75 | | | |
| Williamsdale East | Cumberland, N.S. | 66 50 | 28 50 | | | |
| William's Siding | Kootenay, B.C. | 24 20 | 18 75 | | | |
| Williamstown | Carleton, N.B. | 17 25 | 18 75 | | | |
| Williscroft | Bruce, S.R. O | 75 80 | 39 00 | | | 3 75 |
| Willlocks | Assa, East, Sask | 20 20 | 18 75 | 2 25 | | |
| Willoughby | Sask, Sask | 14 94 | 21 00 | | | |
| Willowbank | Inverness, N.S. | 19 00 | +23 25 | 5 25 | | |
| Willowbrook | Mackenzie, Sask | 67 97 | 27 00 | 4 50 | | |
| Willow Bunch | Assa, West, Sask | 70 49 | 24 00 | | | |
| Willow Creek | Bruce, N.R. O | 41 00 | 21 00 | | | |
| Willowdale | York, S.R. O | 258 02 | 96 00 | | | 7 50 |
| Willowdale | Pictou, N.S. | 34 25 | +23 25 | | | |
| Willow Grove | St. John, N.B. | 2 25 | 18 75 | | | |
| Willowgrove | Haldimand, O | 86 96 | 27 00 | | | |
| c Willow Hill | Humboldt, Sask | 10 00 | | | | |
| Willow Point | Kootenay, B.C. | 18 00 | 18 75 | | | |
| Willow Range | Macdonald, M | 167 08 | 67 50 | 4 50 | | 6 25 |
| Willows | Alta, Alta | 14 50 | 18 75 | | | |
| Wilmot | Carleton, N.B. | 16 95 | 18 75 | | | |
| Wilmot Valley | Prince, P.E.I. | 15 48 | 18 75 | | | |
| Wilsonburgh | Sunbury & Queen's, N.B. | 5 59 | 18 75 | | | |
| Wilson Croft | Lambton, E.R. O | 10 00 | 18 75 | | | |
| Wilson's Bay | Grenville, O | 16 00 | 18 75 | | | |
| Wilson's Beach | Charlotte, N.B. | 141 00 | 52 50 | | | 3 75 |
| Wilson's Corners | Wright, Q | 28 87 | 18 75 | | | |
| Wilson's Mills | Mégantic, Q | 68 86 | 33 75 | | | 3 75 |
| Wilson's Point | Gloucester, N.B. | 6 98 | 18 75 | | | |
| Wilsonville | Norfolk, O | 93 50 | 37 50 | | | 3 75 |
| Wilstead | Leeds, O | 29 52 | 18 75 | | | |
| Wilton Grove | Middlesex, E.R. O | 87 00 | 39 00 | | | 3 75 |
| d Wilton Park | Strathcona, Alta | 7 00 | 4 16 | | | |
| Winchelsea | Huron, S.R. O | 100 95 | 51 00 | | | 3 75 |
| Windon | King's, P.E.I. | 5 25 | 18 75 | | | |
| Windfall | Essex, S.R. O | 39 95 | 18 75 | | | |

a Late Lamont. b Credit for new office not yet opened. c Opened 1-2-07. d Opened 18-3-07.
 † Including \$4.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|--------------------------|--------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Windham Hill..... | Cumberland..... N.S. | 13 00 | 18 75 | | |
| Windsor..... | Carleton..... N.B. | 45 98 | 18 75 | | |
| Windsor Forks..... | Hants..... N.S. | 75 93 | 33 00 | | 3 75 |
| Windsor Junction..... | Halifax..... N.S. | 92 60 | 40 50 | | 3 75 |
| Windsor North..... | Richmond & Wolfe... Q | 16 25 | 18 75 | | |
| Windthorst..... | Qu'Appelle..... Sask | 25 00 | | | |
| Windygates..... | Lisgar..... M | 17 95 | 18 75 | | |
| Winfield..... | Wellington, N.R.... O | 46 00 | 22 50 | | |
| Wingard..... | Sask..... Sask | 16 75 | 18 75 | 9 00 | |
| Winger..... | Welland..... O | 149 20 | 58 50 | | 3 75 |
| Wingle..... | Renfrew, S.R..... O | 23 00 | 18 75 | 3 75 | |
| Winlaw..... | Assa, East..... Sask | 33 55 | 18 75 | | |
| Winlaw..... | Kootenay..... B.C. | 111 66 | 55 50 | | 3 75 |
| Winnipeg Beach..... | Selkirk..... Man | 336 50 | † 132 00 | 90 00 | 11 25 |
| Winsloe Road..... | Queen's..... P.E.I | 12 61 | 18 75 | | |
| Winsloe Station..... | Queen's..... P.E.I | 22 65 | 18 75 | 10 50 | |
| Winslow..... | Lincoln..... O | 58 17 | 27 00 | | |
| Winterburn..... | Edmonton..... Alta | 10 00 | 18 75 | | |
| Winterbourne..... | Waterloo, N.R.... O | 135 29 | 56 25 | | 3 75 |
| Winthrop..... | Huron, S.R..... O | 80 11 | 45 00 | | 3 75 |
| Wisawasa..... | Parry Sound..... O | 56 41 | 30 00 | 2 25 | |
| Wisbeach..... | Lambton, E.R.... O | 50 75 | 36 00 | | 3 75 |
| Wisely..... | York..... N.B. | 7 00 | 18 75 | | |
| Wishart..... | Humboldt..... Sask | 120 42 | 40 50 | | 3 75 |
| Wittenburg..... | Colchester..... N.S. | 32 75 | 18 75 | | |
| Woburn..... | York, C.R..... O | 36 69 | 18 75 | | |
| Wode House..... | Grey, E.R..... O | 192 33 | 24 00 | | |
| Wolfe Ridge..... | Missisquoi..... Q | 5 68 | 18 75 | | |
| Wolf Lake..... | Pontiac..... Q | 52 33 | 21 00 | | |
| Wolford Centre..... | Grenville..... O | 4 00 | 21 25 | | |
| Wolfsheim..... | Humboldt..... Sask | 51 98 | 18 75 | | |
| Wolseley..... | Grey, N.R..... O | 11 75 | 18 75 | | |
| Wolverton..... | Oxford, N.R.... O | 140 00 | 66 00 | | 3 75 |
| Wood..... | Hastings, W.R.... O | 13 00 | 18 75 | | |
| Woodbank..... | Middlesex, E.R... O | 12 50 | 18 75 | | |
| Wood Bay..... | Lisgar..... M | 46 57 | 37 00 | | 2 50 |
| Woodbine..... | South Cape Breton.. N.S. | 17 87 | 18 75 | | |
| Woodbourne..... | Pictou..... N.S. | 7 20 | 18 75 | | |
| Woodburn..... | Wentworth..... O | 89 25 | 37 50 | | 3 75 |
| Woodfield..... | Pictou..... N.S. | 18 50 | 18 75 | | |
| Woodfield..... | Selkirk..... M | 12 52 | 18 75 | | |
| Wood-Green..... | Middlesex, W.R... O | 74 00 | 33 00 | | |
| Woodhill..... | Peel..... O | 47 59 | 21 00 | | |
| Woodhurst..... | Westmoreland.... N.B. | 2 00 | 18 75 | | |
| Woodington..... | Muskoka..... O | 70 00 | 35 00 | | |
| Wood Island..... | Queen's..... P.E.I | 55 90 | 28 50 | 1 25 | |
| Wood Islands, North..... | Queen's..... P.E.I | 17 45 | 18 75 | | |
| Wood Islands, West..... | Queen's..... P.E.I | 8 25 | 18 75 | | |
| Wood Lake..... | St. John..... N.B. | 5 20 | 18 75 | | |
| Woodland..... | Chateauguay..... Q | 96 50 | 56 25 | | 3 75 |
| Woodlands..... | Stormont..... O | 27 00 | 18 75 | | |
| Woodlands..... | Macdonald..... M | 155 25 | 46 50 | 18 00 | 3 75 |
| Woodlands..... | York..... N.B. | 5 00 | 18 75 | | |
| Woodlawn..... | Carleton..... O | 37 14 | 18 75 | | |
| Woodlawn..... | Carleton..... N.B. | 6 25 | 18 75 | | |
| Woodlea..... | Portage la Prairie.. M | 9 20 | 18 75 | | |
| Woodmore..... | Provencher..... M | 25 84 | 18 75 | | |
| Wood Mountain..... | Assa, West..... Sask | 41 20 | 21 00 | | |

† Opened 18-3-07. † Including \$22.50 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------|--|-------------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| Woodnorth..... | Brandon..... | M 18 57 | 18 75 | | |
| Wood Point..... | Westmoreland..... | N.B 26 65 | 18 75 | | |
| Wood River..... | Strathcona..... | Alta 11 00 | 18 75 | | |
| Woodridge..... | Provencher..... | M 164 20 | 55 50 | | 3 75 |
| Woodrooffe..... | Carleton..... | O 18 50 | 18 75 | | |
| Woodroyd..... | Selkirk..... | M 24 54 | 18 75 | | |
| Woodside..... | Mégantic..... | Q 24 46 | 18 75 | 3 75 | |
| Woodside..... | Portage la Prairie..... | M 8 00 | 18 75 | 2 25 | |
| Woodside..... | Sunbury & Queen's..... | N.B 15 65 | 18 75 | | |
| Woodside..... | King's..... | N.S 12 10 | 18 75 | | |
| Woodstock Road Station | Carleton..... | N.B 28 00 | 18 75 | | |
| Woodvale..... | Digby..... | N.S 18 98 | 18 75 | | |
| Woodville..... | Hants..... | N.S 33 33 | 18 75 | | |
| Woodville..... | Prince..... | P.E.I 8 00 | 18 75 | | |
| Woodville..... | Victoria..... | N.B 16 00 | 18 75 | | |
| Woodville Mills..... | King's..... | P.E.I 23 73 | 18 75 | | |
| Woodward..... | New Westminster..... | B.C 13 00 | 18 75 | | |
| Woodward's Cove..... | Charlotte..... | N.B 95 01 | 42 00 | | 3 75 |
| a Woody River..... | Dauphin..... | M 236 13 | + 108 75 | | 7 50 |
| Woodchester..... | Assa, West..... | Alta 11 95 | 18 75 | | |
| Woonona..... | Macdonald..... | M 11 00 | 18 75 | | |
| Workman..... | Assa, West..... | Sask 23 45 | 18 75 | | |
| b Worley..... | Edmonton..... | Alta 7 00 | 2 98 | | |
| Wostok..... | Edmonton..... | Alta 129 85 | 66 00 | | 3 75 |
| Wreck Cove..... | North Cape Breton and Victoria..... | N.S 18 75 | 18 75 | | |
| Wright..... | Wright..... | Q 322 25 | 82 50 | 4 50 | 7 50 |
| Wyandot..... | Wellington, N.R..... | O 21 00 | 18 75 | | |
| Wycliffe..... | Kootenay..... | B.C 448 87 | 123 75 | | 3 75 |
| Wyecombe..... | Norfolk..... | O 110 19 | * 63 00 | | 3 75 |
| Wylie..... | Renfrew, N.R..... | O 40 89 | 18 75 | | |
| Wyman..... | Pontiac..... | Q 135 43 | 66 00 | 6 00 | 3 75 |
| Wyse's Corner..... | Halifax..... | N.S 15 48 | 18 75 | | |
| Wyton Station..... | Middlesex, E.R..... | O 36 00 | 18 75 | | |
| Wyvern..... | Cumberland..... | N.S 17 95 | 18 75 | | |
| Y AHK..... | Kootenay..... | B.C 149 80 | 60 00 | | 3 75 |
| Yamaska..... | Yamaska..... | Q 244 10 | 96 00 | | 7 50 |
| Yarm..... | Pontiac..... | Q 39 27 | 18 75 | | |
| Yarmouth Centre..... | Elgin, E.R..... | O 87 75 | 45 00 | | 3 75 |
| Yarrow..... | Alta..... | Alta 35 00 | 22 50 | | |
| Yatton..... | Wellington, N.R..... | O 31 98 | 18 75 | 8 25 | |
| Yearley's..... | Muskoka..... | O 36 31 | 18 75 | | |
| Yelverton..... | Durham..... | O 47 01 | 24 00 | | |
| Yeovil..... | Grey, S.R..... | O 73 00 | 30 00 | 3 75 | |
| Yoho..... | York..... | N.B 7 00 | 18 75 | | |
| §Yoho Island..... | Parry Sound..... | O 34 50 | 25 00 | | |
| Yone..... | Victoria..... | N.B 11 00 | 18 75 | | |
| York Centre..... | Gaspé..... | Q 34 00 | 18 75 | | |
| York Mills..... | York, S.R..... | O 96 50 | 39 00 | | 3 75 |
| York Mills..... | York..... | N.B 58 92 | 18 75 | | |
| York Point..... | Queen's..... | P.E.I 12 30 | 18 75 | | |
| Yonghall..... | Gloucester..... | N.B 23 00 | 18 75 | | |
| Young Cove..... | Annapolis..... | N.S 12 70 | 18 75 | | |
| Young's Cove..... | Sunbury & Queen's..... | N.B 86 06 | 31 00 | | |
| Young's Cove Road..... | Sunbury & Queen's..... | N.B 200 90 | 67 50 | 57 00 | 7 50 |

* Including \$9 night allowance.

+ Including \$18.75 night allowance.

a Late Bowsman.

b Opened 1-3-07. § Summer Office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

| Name of Post Office. | Electoral District. | Revenue. | Salary | Forward Allowance. | Rent Allowance. |
|------------------------------|------------------------|----------|--------------------------------------|--------------------|-----------------|
| | | | (based on revenue of previous year). | | |
| | | § cts. | § cts. | § cts. | § cts. |
| ^b Youngstown..... | Strathcona..... Alta | 58 55 | 34 38 | * 2 37 | ..... |
| Youville | Jacques Cartier..... Q | 21 33 | 21 00 | ..... | ..... |
| ^a Ythanbank | Humboldt..... Sask | 17 00 | 2 08 | ..... | ..... |
| Z ADOW | Renfrew, N.R..... O | 28 45 | 18 75 | ..... | ..... |
| Zealand | Frontenac..... O | 17 25 | 18 75 | ..... | ..... |
| Zealandia..... | Assa. W. Sask | 158 69 | 18 75 | ..... | ..... |
| Zealand Station..... | York..... N.B | 70 98 | 28 50 | ..... | ..... |
| Zenda | Oxford, S.R..... O | 80 50 | 31 50 | ..... | ..... |
| Zimmerman | Halton..... O | 70 98 | 30 00 | ..... | ..... |
| Zion..... | Durham..... O | 47 00 | 38 00 | ..... | 2 50 |
| Ziska..... | Muskoka..... O | 24 69 | 18 75 | ..... | ..... |
| Zorra..... | Mackenzie..... Sask | 10 00 | 18 75 | ..... | ..... |

* Including 50c. arrears forward. ^a Opened 1-3-07. ^b Closed 14-2-07.

R. M. COULTER,

W. J. JOHNSTONE,

*Deputy Postmaster General.**Accountant.*

APPENDIX E

TRANSACTIONS

OF THE

POST OFFICE SAVINGS BANK

APPENDIX E

POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on March 31, 1907, was \$47,452,957.75, or an increase of \$1,716,469.24 during the fiscal period of nine months. The average to the credit of each depositor was \$283.66 compared with \$276.75 on June 30, 1906.

The number of accounts opened during the period was 30,282, and the accounts transferred from the Dominion Government Savings Banks at Weymouth, N. S., and Fredericton, N. B., were 3,310 in number. The closed accounts numbered 30,849 and the number of accounts remaining open at the close of the period was 167,285, an increase of 2,743.

The deposits were 186,916 in number, with a total amount of \$8,803,233, and the average amount was \$47.09 as compared with \$46.21 of the preceding year.

The accounts in the Dominion Government Savings Bank at Weymouth, N. S., amounting to \$176,675.41, were transferred to the Post Office Savings Bank in August, 1906, and those in Fredericton, N. B., amounting to \$1,039,493.39, were similarly transferred in September, 1906.

Repayments numbered 79,338 and amounted to \$9,330,766.39; the average withdrawal being \$117.35 as compared with the average of \$115.26 for the previous fiscal year.

The interest paid to depositors during the nine months was \$51,367.86, and the interest accrued and made principal on March 31, 1907, was \$976,465.97, making a total of \$1,027,833.83.

The number of offices authorized to transact business was increased during the period from 1,011 to 1,043.

The claims of moneys of deceased depositors which were examined and paid were 1,028 in number.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Act 52 Vic., chap. 20, sec. 12) of the Post Office Savings Bank transactions for the year (nine months) ended March 31, 1907, and of the total amount due to depositors on that date.

| | \$ | cts. | | \$ | cts. |
|--|------------|------|---|------------|------|
| Balance due to depositors on June 30, 1906..... | 45,736,488 | 51 | Repayments to depositors during the year (nine months)..... | 9,330,766 | 39 |
| Deposits received during the year.... | 8,803,233 | 00 | Balance due to depositors on March 31, 1907..... | 47,452,957 | 75 |
| Amount of accounts transferred from Dominion Government Savings Bank..... | 1,216,168 | 89 | | | |
| Interest allowed to depositors during the year in accordance with the Statute..... | 1,027,833 | 83 | | | |
| | 56,783,724 | 14 | | 56,783,724 | 14 |

APPENDIX

STATEMENT of the Business of the Post Office Savings Bank,

| 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. | Amount of depositors' accounts transferred from Dominion Government Savings Bank during period. | Number of withdrawals during period. |
|--|---|--|--|--|---|--------------------------------------|
| | | | £ | £ | £ | |
| Three months ended June 30, 1868..... | 81 | 3,247 | 212,507 | 65.44 | ..... | 166 |
| Year ended June 30, 1869..... | 213 | 16,653 | 927,885 | 55.71 | ..... | 4,787 |
| Year ended June 30, 1870..... | 226 | 24,994 | 1,347,901 | 53.93 | ..... | 9,478 |
| Year ended June 30, 1871..... | 230 | 33,256 | 1,917,576 | 57.66 | ..... | 15,148 |
| Year ended June 30, 1872..... | 235 | 39,489 | 2,261,631 | 57.27 | ..... | 20,154 |
| Year ended June 30, 1873..... | 239 | 44,413 | 2,306,918 | 51.94 | ..... | 23,800 |
| Year ended June 30, 1874..... | 266 | 45,329 | 2,340,284 | 51.63 | ..... | 25,814 |
| Year ended June 30, 1875..... | 268 | 42,508 | 1,942,346 | 45.69 | ..... | 25,954 |
| Year ended June 30, 1876..... | 279 | 38,647 | 1,726,204 | 44.66 | ..... | 24,152 |
| Year ended June 30, 1877..... | 287 | 36,126 | 1,521,000 | 42.10 | ..... | 22,484 |
| Year ended June 30, 1878..... | 295 | 40,097 | 1,724,371 | 43.60 | ..... | 21,944 |
| Year ended June 30, 1879..... | 297 | 43,349 | 1,973,243 | 45.52 | ..... | 23,226 |
| Year ended June 30, 1880..... | 297 | 56,031 | 2,720,216 | 48.55 | ..... | 26,716 |
| Year ended June 30, 1881..... | 304 | 71,747 | 4,175,042 | 58.19 | ..... | 28,510 |
| Year ended June 30, 1882..... | 308 | 97,380 | 6,435,989 | 66.09 | ..... | 35,859 |
| Year ended June 30, 1883..... | 330 | 109,489 | 6,826,266 | 62.35 | ..... | 45,253 |
| Year ended June 30, 1884..... | 343 | 109,388 | 6,441,439 | 58.88 | ..... | 56,026 |
| Year ended June 30, 1885..... | 355 | 116,376 | 7,098,459 | 60.89 | ..... | 59,714 |
| Year ended June 30, 1886..... | 392 | 126,322 | 7,645,227 | 60.52 | ..... | 62,205 |
| Year ended June 30, 1887..... | 415 | 143,076 | 8,272,041 | 57.81 | ..... | 65,853 |
| Year ended June 30, 1888..... | 433 | 155,978 | 7,722,330 | 49.51 | 217,385.16 | 78,229 |
| Year ended June 30, 1889..... | 463 | 166,235 | 7,926,634 | 47.67 | 1,085,979.72 | 84,572 |
| Year ended June 30, 1890..... | 494 | 154,678 | 6,599,896 | 42.67 | 167,501.53 | 90,151 |
| Year ended June 30, 1891..... | 634 | 147,672 | 6,500,372 | 44.02 | 389,169.28 | 84,963 |
| Year ended June 30, 1892..... | 642 | 145,423 | 7,056,002 | 48.52 | ..... | 77,381 |
| Year ended June 30, 1893..... | 613 | 148,868 | 7,708,888 | 51.78 | ..... | 78,361 |
| Year ended June 30, 1894..... | 699 | 145,960 | 7,524,286 | 51.55 | 218,173.60 | 84,941 |
| Year ended June 30, 1895..... | 731 | 143,685 | 7,488,028 | 52.11 | 493,889.23 | 85,588 |
| Year ended June 30, 1896..... | 755 | 155,398 | 8,138,947 | 52.37 | 449,981.61 | 87,221 |
| Year ended June 30, 1897..... | 779 | 161,151 | 8,223,000 | 51.92 | 1,856,474.31 | 91,398 |
| Year ended June 30, 1898..... | 814 | 179,814 | 9,183,693 | 51.07 | 786,868.48 | 94,532 |
| Year ended June 30, 1899..... | 838 | 174,638 | 8,310,630 | 47.58 | ..... | 95,090 |
| Year ended June 30, 1900..... | 847 | 201,262 | 10,448,485 | 51.91 | 141,171.82 | 92,713 |
| Year ended June 30, 1901..... | 895 | 212,217 | 11,091,099 | 52.26 | ..... | 102,083 |
| Year ended June 30, 1902..... | 915 | 219,678 | 11,382,035 | 51.81 | 415,507.96 | 105,946 |
| Year ended June 30, 1903..... | 934 | 231,619 | 12,060,825 | 52.07 | ..... | 104,393 |
| Year ended June 30, 1904..... | 961 | 235,043 | 11,737,940 | 49.94 | ..... | 108,237 |
| Year ended June 30, 1905..... | 989 | 228,281 | 10,563,870 | 47.04 | 252,773.93 | 110,157 |
| Year ended June 30, 1906..... | 1,011 | 243,803 | 10,895,458 | 46.21 | 559,593.31 | 106,923 |
| Nine months ended March 31, 1907..... | 1,043 | 186,916 | 8,803,233 | 47.09 | 1,216,168.80 | 79,338 |
| Total period ended March 31, 1907..... | 1,043 | 4,861,466 | 249,032,196 | 51.23 | 8,250,638.68 | 2,434,460 |

W. H. HARRINGTON,

Superintendent.

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E—Continued.

Canada year by year, from April 1, 1868, to March 31, 1907.

| Total amount withdrawn during period. | Average amount of each with drawal during period. | Number of accounts opened during period. | Number of depositors' accounts transferred from Dominion Government Savings Bank 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. |
|---------------------------------------|---|--|---|--|---|---------------------------------|--|--|
| £ | £ | | | | | £ | £ | £ |
| 8,857.48 | 53.35 | 2,146 | | 44 | 2,102 | 939.37 | 204,588.89 | 97.33 |
| 296,754.35 | 61.99 | 6,429 | | 1,319 | 7,212 | 21,094.72 | 856,814.26 | 118.80 |
| 664,555.51 | 79.11 | 7,823 | | 2,857 | 12,178 | 48,689.08 | 1,588,848.83 | 130.41 |
| 1,093,438.86 | 72.10 | 9,424 | | 4,449 | 17,153 | 84,273.68 | 2,497,259.65 | 145.59 |
| 1,778,565.19 | 81.33 | 10,846 | | 6,940 | 21,059 | 116,174.55 | 3,096,500.91 | 147.04 |
| 2,323,299.32 | 86.91 | 11,995 | | 9,528 | 23,526 | 126,932.88 | 3,207,051.57 | 136.32 |
| 2,468,643.42 | 86.04 | 12,048 | | 10,606 | 24,968 | 126,273.31 | 3,294,965.46 | 128.36 |
| 2,341,979.04 | 82.88 | 10,516 | | 11,190 | 24,294 | 129,758.06 | 2,926,090.48 | 129.44 |
| 2,021,457.97 | 77.11 | 10,218 | | 10,097 | 24,415 | 110,116.08 | 2,740,952.59 | 112.27 |
| 1,726,082.98 | 70.49 | 8,971 | | 9,312 | 24,074 | 104,067.86 | 2,639,937.47 | 109.60 |
| 1,713,658.79 | 70.55 | 10,058 | | 8,597 | 25,535 | 103,834.29 | 2,754,484.03 | 107.87 |
| 1,733,448.79 | 66.07 | 10,755 | | 8,845 | 27,445 | 110,912.56 | 3,105,190.89 | 113.14 |
| 2,015,813.16 | 69.89 | 14,407 | | 10,487 | 31,365 | 136,075.47 | 3,945,669.11 | 125.89 |
| 2,697,389.15 | 73.56 | 18,731 | | 10,491 | 39,605 | 184,904.81 | 6,208,226.77 | 156.75 |
| 3,461,619.31 | 96.53 | 25,778 | | 13,920 | 51,463 | 291,065.67 | 9,473,661.53 | 184.08 |
| 4,730,995.39 | 104.54 | 27,127 | | 17,531 | 61,639 | 497,305.17 | 11,976,237.31 | 196.13 |
| 5,649,611.13 | 109.81 | 26,562 | | 20,939 | 66,682 | 477,487.46 | 13,245,552.64 | 198.63 |
| 5,793,031.84 | 97.01 | 27,591 | | 20,951 | 73,322 | 539,560.51 | 15,090,540.31 | 205.81 |
| 6,183,470.60 | 99.49 | 29,103 | | 21,555 | 80,870 | 607,075.38 | 17,159,372.09 | 212.18 |
| 6,626,067.51 | 190.62 | 31,874 | | 22,585 | 90,159 | 692,494.57 | 19,497,750.15 | 216.26 |
| 7,514,071.78 | 96.05 | 37,515 | 723 | 26,704 | 101,693 | 765,639.15 | 20,689,032.62 | 203.44 |
| 7,532,145.56 | 89.06 | 38,049 | 2,961 | 29,581 | 113,123 | 841,921.79 | 23,011,422.57 | 203.41 |
| 8,575,041.98 | 95.12 | 32,127 | 570 | 33,499 | 112,321 | 786,875.37 | 21,990,653.49 | 195.78 |
| 7,875,977.57 | 92.67 | 29,791 | 1,124 | 32,006 | 111,230 | 734,430.89 | 21,738,648.09 | 195.44 |
| 7,230,839.14 | 93.44 | 28,943 | | 29,368 | 110,805 | 734,590.70 | 22,298,401.65 | 201.24 |
| 6,631,578.97 | 90.39 | 29,592 | | 26,032 | 114,275 | 777,482.98 | 24,153,193.66 | 211.36 |
| 7,473,585.46 | 87.98 | 29,116 | 602 | 27,033 | 117,020 | 835,890.34 | 25,257,868.14 | 215.84 |
| 7,310,291.97 | 85.41 | 27,998 | 1,647 | 26,037 | 120,628 | 876,049.07 | 26,805,742.47 | 222.22 |
| 7,466,066.13 | 84.91 | 30,100 | 1,959 | 26,245 | 126,442 | 944,524.73 | 28,932,929.68 | 228.82 |
| 7,656,086.64 | 83.76 | 30,236 | 5,722 | 26,663 | 135,737 | 1,024,511.74 | 32,380,829.69 | 238.55 |
| 8,853,178.42 | 93.65 | 33,722 | 2,279 | 29,449 | 142,289 | 982,725.62 | 34,480,937.77 | 242.47 |
| 9,021,862.56 | 94.88 | 30,172 | | 30,320 | 142,141 | 1,001,890.96 | 34,771,665.17 | 244.62 |
| 8,902,505.46 | 96.03 | 37,596 | 587 | 29,337 | 159,987 | 1,049,699.27 | 37,507,455.80 | 248.41 |
| 9,774,694.62 | 95.75 | 38,685 | | 32,304 | 157,368 | 1,126,952.44 | 39,950,812.62 | 253.87 |
| 10,617,070.50 | 100.21 | 38,886 | 712 | 34,205 | 162,761 | 1,188,924.83 | 42,320,209.91 | 260.01 |
| 11,379,756.94 | 109.01 | 39,786 | | 35,524 | 167,023 | 1,254,048.96 | 44,255,326.93 | 264.96 |
| 11,883,127.70 | 109.79 | 38,925 | | 37,376 | 168,572 | 1,309,567.05 | 45,419,706.28 | 269.44 |
| 12,129,101.23 | 110.11 | 35,376 | 572 | 39,002 | 163,518 | 1,329,511.70 | 45,367,760.68 | 274.09 |
| 12,324,529.26 | 115.26 | 37,681 | 879 | 39,556 | 164,542 | 1,328,205.78 | 45,736,488.51 | 276.75 |
| 9,330,766.39 | 117.35 | 30,282 | 3,310 | 30,849 | 167,285 | 1,027,833.83 | 47,452,957.75 | 283.66 |
| 234,152,018.01 | 96.18 | 986,890 | 23,708 | 843,313 | 137,185 | 24,322,141.08 | 47,452,957.75 | 283.66 |

R. M. COULTER,

Deputy Postmaster General.

APPENDIX F

TRANSACTIONS

IN CONNECTION WITH

POSTAL NOTES

APPENDIX F.

POSTAL NOTES.

STATEMENT showing the revenue derived from commission on Postal Notes for the nine months ended March 31, 1907.

| Denominations. | Number of Paid Notes. | Total. | Rate of Commission. | Amount of Commission received. |
|----------------|-----------------------|-----------|---------------------|--------------------------------|
| | | | | \$ cts. |
| 20 cents. | 60,346 | | | |
| 25 " | 113,097 | | | |
| 30 " | 79,412 | | | |
| 40 " | 73,843 | | | |
| | | 326,698 | 1 cent | 3,266 98 |
| 50 " | 148,916 | | | |
| 60 " | 65,847 | | | |
| 70 " | 33,824 | | | |
| 75 " | 70,982 | | | |
| 80 " | 32,358 | | | |
| 90 " | 46,613 | | | |
| \$1.00 " | 271,583 | | | |
| 1.50 " | 105,002 | | | |
| 2.00 " | 162,939 | | | |
| 2.50 " | 62,574 | | | |
| | | 1,029,638 | 2 cents. | 20,412 76 |
| 3.00 " | 102,974 | | | |
| 4.00 " | 75,497 | | | |
| 5.00 " | 164,017 | | | |
| | | 342,488 | 3 cents. | 10,274 64 |
| 10.00 " | 106,933 | | | |
| | | 106,933 | 5 cents. | 5,346 65 |
| | | 1,796,757 | | 39,301 03 |

R. M. COULTER,

Deputy Postmaster General.

W. J. JOHNSTONE,

Accountant.

SESSIONAL PAPER No. 24

APPENDIX F—Continued.

STATEMENT showing the number and value of Postal Notes received from the American Bank Note Company and issued to Postmasters, during the nine months ended March 31, 1907.

| Months | 20 Cents. | 25 Cents. | 30 Cents. | 40 Cents. | 50 Cents. | 60 Cents. | 70 Cents. | 75 Cents. | 80 Cents. | 90 Cents. | \$1.00 | \$1.50 | \$2.00 | \$2.50 | \$3.00 | \$4.00 | \$5.00 | \$10.00 | Total Number of Notes. | Total Value. | % | cts. | |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|---------|---------|--------|---------|--------|---------|---------|------------------------|--------------|----|------|--|
| 1906. | | | | | | | | | | | | | | | | | | | | | | | |
| July..... | 6,130 | 9,680 | 6,965 | 7,320 | 13,285 | 5,840 | 2,975 | 6,920 | 4,645 | 4,340 | 24,745 | 9,450 | 15,820 | 6,510 | 10,550 | 7,630 | 16,390 | 11,020 | 169,215 | 377,905 | 15 | | |
| August..... | 5,885 | 10,350 | 8,460 | 7,245 | 13,390 | 6,145 | 3,490 | 6,410 | 5,000 | 4,245 | 23,850 | 8,970 | 16,265 | 6,435 | 10,245 | 7,790 | 17,535 | 11,585 | 173,455 | 389,828 | 95 | | |
| Sept..... | 5,335 | 10,275 | 6,690 | 6,255 | 12,980 | 5,315 | 3,235 | 5,335 | 4,715 | 3,560 | 22,435 | 9,020 | 14,295 | 5,745 | 9,445 | 6,570 | 15,595 | 10,435 | 157,435 | 360,565 | 30 | | |
| Oct..... | 7,405 | 12,245 | 8,085 | 9,355 | 17,390 | 7,465 | 4,255 | 8,515 | 6,395 | 5,715 | 29,425 | 14,645 | 18,045 | 8,480 | 12,500 | 10,250 | 20,430 | 14,265 | 211,825 | 475,511 | 85 | | |
| Nov..... | 8,660 | 15,635 | 11,555 | 9,555 | 20,305 | 8,965 | 4,565 | 9,065 | 6,760 | 5,380 | 35,300 | 12,750 | 21,845 | 8,535 | 13,505 | 11,465 | 21,050 | 14,465 | 239,920 | 541,553 | 80 | | |
| Dec..... | 8,230 | 16,140 | 10,680 | 10,315 | 20,860 | 9,855 | 4,915 | 10,370 | 7,850 | 7,445 | 37,725 | 14,840 | 23,960 | 9,440 | 15,130 | 10,580 | 24,445 | 15,720 | 258,290 | 556,319 | 00 | | |
| 1907. | | | | | | | | | | | | | | | | | | | | | | | |
| January..... | 9,975 | 16,735 | 11,825 | 10,740 | 22,690 | 10,280 | 5,925 | 10,865 | 7,585 | 6,890 | 40,800 | 15,775 | 23,590 | 8,740 | 13,685 | 9,925 | 24,265 | 12,035 | 258,335 | 504,504 | 15 | | |
| Feb..... | 7,795 | 15,975 | 10,655 | 9,070 | 19,310 | 7,930 | 4,530 | 9,695 | 6,655 | 6,635 | 34,380 | 14,380 | 19,145 | 7,445 | 11,855 | 7,835 | 17,485 | 11,555 | 224,140 | 433,504 | 45 | | |
| March..... | 7,865 | 16,120 | 10,795 | 9,910 | 20,280 | 8,065 | 4,385 | 9,640 | 6,425 | 5,280 | 34,500 | 13,900 | 19,095 | 6,900 | 12,070 | 7,870 | 18,445 | 11,345 | 223,390 | 439,134 | 20 | | |
| | 66,980 | 123,175 | 85,740 | 79,935 | 160,460 | 70,090 | 37,305 | 76,115 | 56,030 | 49,490 | 282,950 | 110,730 | 171,970 | 67,990 | 108,955 | 79,645 | 173,080 | 112,395 | 4,912,885 | 1,035,823 | 55 | | |

7-8 EDWARD VII., A. 1908

APPENDIX

STATEMENT of the number and value of paid Postal Notes received in the Postal Note affixed thereto to enable broken amounts to be remitted, and

| Months. | 20 Cents. | 25 Cents. | 30 Cents. | 40 Cents. | 50 Cents. | 60 Cents. | 70 Cents. | 75 Cents. | 80 Cents. | 90 Cents. | \$1.00 |
|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------|
| 1906. | | | | | | | | | | | |
| July | 5,868 | 10,069 | 7,650 | 7,216 | 13,466 | 5,984 | 3,103 | 6,318 | 4,882 | 4,325 | 24,946 |
| August | 5,018 | 9,654 | 6,676 | 6,230 | 12,487 | 5,332 | 2,884 | 5,605 | 4,606 | 3,852 | 22,802 |
| September | 5,035 | 9,601 | 6,871 | 6,403 | 13,391 | 5,420 | 2,861 | 5,758 | 4,548 | 3,841 | 23,050 |
| October | 5,769 | 11,279 | 8,134 | 7,606 | 15,305 | 6,475 | 3,262 | 6,635 | 5,292 | 4,578 | 27,927 |
| November | 6,334 | 11,795 | 8,592 | 7,979 | 15,871 | 7,172 | 3,424 | 7,236 | 5,647 | 4,905 | 29,260 |
| December | 7,583 | 15,276 | 10,503 | 9,424 | 19,372 | 8,803 | 4,470 | 9,562 | 7,118 | 6,358 | 36,957 |
| 1907. | | | | | | | | | | | |
| January | 8,485 | 15,906 | 10,721 | 10,050 | 20,022 | 9,470 | 4,992 | 11,096 | 7,310 | 6,899 | 37,760 |
| February | 7,586 | 13,481 | 9,461 | 8,894 | 17,737 | 8,129 | 4,199 | 8,941 | 6,232 | 5,642 | 32,323 |
| March | 8,668 | 16,036 | 10,804 | 10,041 | 21,265 | 9,062 | 4,629 | 9,831 | 6,723 | 6,213 | 36,558 |
| | 60,346 | 113,097 | 79,412 | 73,843 | 148,916 | 65,847 | 33,824 | 70,982 | 52,358 | 46,613 | 271,58 |

SESSIONAL PAPER No. 24

F—Continued.

Division during the nine months ended March 31, 1907; the value of Postage Stamps the amounts paid in Postage Stamps for Extra Commission.

| \$1.50 | \$2.00 | \$2.50 | \$3.00 | \$4.00 | \$5.00 | \$10.00 | Total Number of Notes. | Total value, including Postage Stamps affixed to Notes. | Value of Postage Stamps affixed to Notes for ex- tension of value. | Extra Commission paid in Postage Stamps. |
|---------|---------|--------|---------|--------|---------|---------|------------------------------|--|--|---|
| | | | | | | | | \$ cts. | \$ cts. | \$ cts. |
| 9,607 | 15,921 | 6,324 | 10,436 | 7,741 | 16,592 | 10,785 | 171,233 | 374,678 59 | 683 67 | 3 45 |
| 8,384 | 14,638 | 5,603 | 9,430 | 7,074 | 15,937 | 10,654 | 156,866 | 352,835 91 | 634 66 | 4 41 |
| 8,420 | 14,737 | 5,506 | 9,459 | 7,065 | 15,648 | 10,591 | 158,225 | 351,789 71 | 649 96 | 3 85 |
| 10,021 | 17,133 | 7,024 | 11,056 | 8,804 | 13,796 | 12,798 | 187,894 | 422,492 10 | 756 50 | 3 38 |
| 10,550 | 18,244 | 6,893 | 11,785 | 9,042 | 19,071 | 12,967 | 196,767 | 435,098 60 | 765 75 | 3 92 |
| 14,894 | 22,288 | 8,811 | 13,978 | 10,287 | 22,221 | 14,051 | 241,956 | 510,354 70 | 815 20 | 3 32 |
| 15,168 | 21,350 | 8,074 | 12,906 | 9,228 | 19,493 | 12,656 | 240,986 | 470,411 53 | 883 23 | 2 69 |
| 13,230 | 18,431 | 7,021 | 11,398 | 7,711 | 17,372 | 10,813 | 208,601 | 412,085 51 | 737 31 | 3 84 |
| 14,728 | 20,177 | 7,318 | 12,526 | 8,545 | 18,887 | 12,218 | 234,229 | 457,130 15 | 864 60 | 5 45 |
| 105,602 | 162,939 | 62,574 | 102,974 | 75,497 | 164,017 | 106,933 | 1,796,757 | 3,786,876 73 | 6,730 88 | 34 31 |

APPENDIX F—Continued.

STATEMENT showing the number and value of Postal Notes returned to the Postal Note Division by Postmasters, and cancelled; and including the number and value of Postal Notes destroyed by fire, &c., while in possession of Postmasters, during the nine months ended March 31, 1907.

| Months. | 20 | 25 | 30 | 40 | 50 | 60 | 70 | 75 | 80 | 90 | \$1.00 | \$1.50 | \$2.00 | \$2.50 | \$3.00 | \$4.00 | \$5.00 | \$10.00 | Total Number of Notes. | Total Value. | |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------------------------------|-----------------|--|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | | | |
| 1906. | | | | | | | | | | | | | | | | | | | | | |
| July | 71 | 73 | 56 | 33 | 89 | 37 | 31 | 57 | 48 | 49 | 128 | 69 | 109 | 47 | 48 | 37 | 97 | 63 | 1,142 | 2,274.32 | |
| August | 76 | 75 | 43 | 59 | 142 | 52 | 41 | 63 | 47 | 38 | 143 | 74 | 93 | 55 | 53 | 51 | 92 | 71 | 1,271 | 2,439.98 | |
| September | 56 | 102 | 47 | 69 | 118 | 54 | 52 | 51 | 57 | 51 | 155 | 72 | 103 | 41 | 56 | 41 | 84 | 48 | 1,260 | 2,477.19 | |
| October | 78 | 106 | 55 | 70 | 121 | 48 | 36 | 51 | 36 | 39 | 170 | 78 | 106 | 49 | 53 | 51 | 82 | 65 | 1,294 | 2,371.35 | |
| November | 74 | 108 | 84 | 99 | 146 | 71 | 57 | 56 | 72 | 54 | 214 | 90 | 135 | 64 | 87 | 54 | 117 | 83 | 1,665 | 3,116.02 | |
| December | 117 | 173 | 135 | 120 | 201 | 98 | 82 | 99 | 93 | 86 | 291 | 150 | 172 | 99 | 98 | 96 | 159 | 106 | 2,375 | 4,287.16 | |
| 1907. | | | | | | | | | | | | | | | | | | | | | |
| January | 88 | 108 | 79 | 72 | 137 | 54 | 51 | 68 | 49 | 54 | 169 | 91 | 118 | 47 | 55 | 30 | 85 | 56 | 1,411 | 2,329.63 | |
| February | 72 | 109 | 67 | 65 | 117 | 52 | 51 | 66 | 45 | 43 | 170 | 80 | 114 | 79 | 57 | 54 | 87 | 62 | 1,335 | 2,535.52 | |
| March | 58 | 87 | 66 | 51 | 126 | 49 | 37 | 55 | 40 | 41 | 222 | 88 | 112 | 45 | 58 | 31 | 80 | 52 | 1,298 | 2,237.09 | |
| | 690 | 941 | 632 | 638 | 1,197 | 515 | 444 | 566 | 487 | 455 | 1,662 | 792 | 1,062 | 521 | 565 | 448 | 883 | 606 | 13,109 | 23,781.26 | |

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APPENDIX F—*Concluded.*

STATEMENT showing the number and value of Paid Postal Notes received in the Postal Note Division, year by year from August 1, 1898, to June 30, 1906; and for the nine months ended March 31, 1907.

| Year ended June 30. | 20 | 25 | 30 | 40 | 50 | 60 | 70 | 75 | 80 | 90 | \$1 00. |
|-------------------------------------|--------|---------|---------|--------|---------|--------|--------|--------|--------|--------|---------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | |
| 1899..... | 16,267 | 33,830 | 19,428 | 23,413 | 44,149 | 16,402 | 28,388 | ..... | 15,657 | 6,490 | 74,589 |
| 1900..... | 28,515 | 47,290 | 38,817 | 37,592 | 61,784 | 33,461 | 23,127 | 30,046 | 27,963 | 20,863 | 102,626 |
| 1901..... | 35,607 | 51,070 | 42,542 | 42,424 | 71,313 | 36,923 | 27,592 | 30,379 | 31,388 | 26,014 | 120,550 |
| 1902..... | 36,389 | 61,120 | 48,718 | 46,995 | 79,793 | 40,984 | 28,576 | 39,486 | 34,305 | 29,167 | 144,028 |
| 1903..... | 39,694 | 71,530 | 55,966 | 53,744 | 96,008 | 46,098 | 31,066 | 48,188 | 39,492 | 35,201 | 173,114 |
| 1904..... | 45,737 | 82,740 | 63,782 | 61,046 | 112,776 | 52,447 | 33,240 | 60,421 | 47,192 | 39,780 | 206,924 |
| 1905..... | 59,380 | 112,291 | 80,675 | 76,659 | 149,982 | 64,742 | 38,248 | 78,782 | 59,143 | 47,982 | 270,258 |
| 1906..... | 74,360 | 141,672 | 101,199 | 94,647 | 188,784 | 82,451 | 43,968 | 91,598 | 70,379 | 57,953 | 332,506 |
| (Nine months ended Mar. 31) 1907 .. | 60,346 | 113,097 | 79,412 | 73,843 | 148,916 | 65,847 | 33,824 | 70,982 | 52,358 | 46,613 | 271,583 |

| Year ended June 30. | \$1.50. \$2.00. \$2.50. \$3.00. \$4.00. \$5 00. \$10.00. | | | | | | | | Total Value, including Postage Stamps, affixed to Notes. | Value of Postage Stamps affixed for extension of value. | Extra Commission paid in Postage Stamps. | | | |
|-------------------------------------|--|---------|--------|---------|--------|---------|---------|-----------|--|---|--|------|----|----|
| | Total Number of Notes. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | | | | cts. | | |
| 1899..... | 32,411 | 48,316 | 26,710 | 15,172 | 11,182 | 59,063 | ..... | 471,497 | 771,490 | 28 | 2,272 | 38 | 5 | 56 |
| 1900..... | 50,578 | 67,785 | 31,048 | 43,989 | 32,448 | 91,318 | ..... | 769,250 | 1,289,976 | 47 | 4,897 | 97 | 38 | 46 |
| 1901..... | 61,002 | 78,682 | 34,036 | 50,880 | 37,602 | 99,685 | ..... | 877,599 | 1,459,015 | 75 | 5,045 | 70 | 61 | 84 |
| 1902..... | 70,732 | 94,105 | 38,022 | 58,128 | 42,812 | 118,791 | ..... | 1,012,691 | 1,702,469 | 85 | 5,775 | 75 | 70 | 70 |
| 1903..... | 80,509 | 114,053 | 46,211 | 68,804 | 49,577 | 147,308 | ..... | 1,196,563 | 2,046,094 | 54 | 6,390 | 34 | 87 | 65 |
| 1904..... | 89,985 | 132,805 | 53,219 | 83,001 | 60,507 | 140,871 | 65,244 | 1,431,717 | 2,898,751 | 28 | 6,985 | 33 | 67 | 41 |
| 1905..... | 109,790 | 168,255 | 64,713 | 106,226 | 78,416 | 172,643 | 103,800 | 1,843,985 | 3,879,568 | 86 | 7,767 | 01 | 41 | 13 |
| 1906..... | 128,585 | 203,945 | 75,894 | 129,484 | 93,558 | 266,356 | 131,128 | 2,248,467 | 4,767,563 | 88 | 8,503 | 28 | 42 | 03 |
| (Nine months ended Mar. 31) 1907 .. | 105,002 | 162,939 | 62,574 | 102,974 | 75,497 | 164,017 | 106,933 | 1,796,757 | 3,786,876 | 73 | 6,730 | 88 | 34 | 3 |

R. M. COULTER,

Deputy Postmaster General.

W. J. JOHNSTONE,

Accountant.

APPENDIX G

LOSSES SUSTAINED IN COLLECTING THE POSTAL
REVENUE AND IN CONDUCTING THE MONEY
ORDER, POSTAL NOTE AND SAVINGS
BANK SYSTEMS

APPENDIX II

REPORT OF MISSING LETTERS

CLASS A---REGISTERED LETTERS

APPENDIX II.

Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the results of the proceedings instituted therein by the Department.

CLASS A. — REGISTERED LETTERS

| 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. | Class in Reputations. |
|-----|----------------------------|-------------------------|------------------|-------------------|--------------------------------|-----------------------------|---|--|-----------------------|
| | | | | | Name. | Place. | | | |
| 1 | F. W. B. Elster mailed. | Port Essington, B.C. | 1905, Nov. 19 | \$ cts. 50 00 | Prox. Lands and Works Dept. | Victoria | Stated not to have been received by the person addressed. | This letter was duly registered at Port Essington but as there was no evidence of its despatch therefrom, the value of its contents was made good by the postmaster. | 3 |
| 2 | Mrs. Geo. Lanspary | Windsor, O. | " 29 | 15 00 | Jas. McNeillage, Eberts, | O. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 1 |
| 3 | Jessie Ball | Sandfield, O. | 1906, Jan. 2 | 3 50 | R. Simpson Co., | Toronto, O. | Stated not to have been received by the person addressed. | This letter is said to have been despatched from Sandfield to Manitowaning en route to destination but not to have reached Manitowaning. Value of contents made good by the postmasters of Sandfield and Manitowaning — the former for not requesting an acknowledgment for the letter and the latter for not reporting its non-receipt. | 3 |
| 4 | Geo. Clarke | Balcarres, Sask. | Feb., 12 | 10 00 | H. M. Lawrence | Cut Knife, Sask. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 1 |
| 5 | T. L. Thomson | Hurry, Alta. | " 15 | 10 00 | T. Eaton Co. | Winnipeg, M. | " | " | 3 |
| 6 | Mrs. A. Kennedy | Loeb Pan, N.S. | " 27 | 5 00 | Alex. Beaton | North East Ma- bon, N.S. | Stated not to have been received. | This letter duly reached Mabou P. O. where it was misdelivered. Con- tents were made good by the post- master of Mabou. | |

| | | | | | | | | | |
|----|--------------------|----------------------------|---------|--------|-------------------------------|-------------------|---|--|---|
| 7 | Miss Clara Coll. | Hurry, Alta | Mar. 22 | 1 90 | Talbot Bros. | Wetaskiwin, Alta. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 7 |
| 8 | F. Gainey | Coleman, Alta. | " 22 | 5 00 | Postmaster | Blainville, A. | " | " | 3 |
| 9 | Thos. Gagnon | St. Leonard de Chateaufort | Apr. 16 | 8 00 | Charles Larouche-Jonquiere | Quebec | Stated not to have been received by the person addressed. | This letter duly reached the Jonquiere P. O. where it was mis-delivered to a person of the same name as addressee. Contents were subsequently received from this person. | 3 |
| 10 | Thos. Swords | Chilstone, B.C. | May 11 | 75 00 | Great Trading Co. | West Calgary | Only \$61 stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |
| 11 | Mrs. A. MacKenzie | 150 Mile House, B.C. | " 20 | 10 00 | Greenbushels & Vancouver, C. | Vancouver, B.C. | Only \$5 stated to have been received. | " | 7 |
| 12 | Mrs. Tennan | Arthur | " 21 | 15 00 | Mr. Simonsky | Goldstone | Stated to have been received without contents. | " | 7 |
| 13 | Mrs. A. MacKenzie | 150 Mile House | " 23 | 50 00 | Gordon, Ironside, Tares & Co. | Winnipeg, Man. | Only \$40 stated to have been received. | " | 3 |
| 14 | Mrs. M. Hunter | Rapid City | June 15 | 1 00 | F. Eaton Co. | " | Stated not to have been received by the person addressed. | This letter duly reached the Brandon P. O. en route where no further trace of it could be obtained. Value of contents made good by the Brandon Post Office. | 3 |
| 15 | Nam Sing | Quesnel, B.C. | " 15 | 15 00 | Wah Lee Co. | Quesnel | Only \$10 stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |
| 16 | Quang Mow Long | " | " 22 | 15 00 | Gin Lee Yuen | Vancouver | " | " | 7 |
| 17 | Far Kee | " | " 22 | 11 00 | " | " | Only \$1 stated to have been received. | " | 7 |
| 18 | Far Kee | " | " 22 | " | " | " | Only \$40 stated to have been received. | " | 7 |
| 19 | Ab Lam | Keithley Creek, B.C. | " 23 | 50 00 | " | " | Only \$20 stated to have been received. | " | 7 |
| 20 | Mrs. J. T. Carlyle | Hurry, Alta. | " 30 | 24 00 | Mrs. Isabelle Rodney | Chout, Calgery | Stated not to have been received by the person addressed. | This letter was delivered by the Calgary post office to an individual who falsely represented himself as the addressee. Value of contents made good by the Calgary Post Office for having failed to obtain identification of the applicant. | 3 |
| 21 | Mrs. S. Ward | Toronto | July 7 | 10 00 | P. Ward | Calgary | " | " | 3 |
| 22 | Alf. Belzile | St. Mathieu, Q. | " 13 | 164 01 | N. Leunieux & Sons | Quebec | Only \$109 stated to have been received. | This letter is believed to have been tampered with by a letter carrier at the time employed in the Quebec post office, against whom, it was considered, that the evidence was not sufficient to secure conviction. Loss made good by the individual in question. | 5 |

7-8 EDWARD VII., A. 1908

APPENDIX H—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Reappraisal. |
|-----|--------------------|------------------|--------------|-------------------|-------------------------|-------------------|---|--|-----------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | | | | | | |
| 23 | H. Melton..... | Pleasant Valley. | July 13 | 79 00 | J. H. Meikle..... | Morrisshangh..... | Only \$55 stated to have been received. Stated not to have been received by the person addressed. | No evidence to account for the alleged discrepancy. There being no evidence of the despatch of this letter from the Regina post office the value of its contents was made good by the postmaster. | 7 |
| 24 | Mrs. Ford Jones.. | Regina..... | " 25 | 20 00 | H. Birk & Sons | Winnipeg | " " " " | This letter duly reached the Regina post office where no further trace of it could be obtained. Value of contents made good by postmaster. | 3 |
| 25 | Thos. Finnegan... | Unfraville, Q. | " 27 | 15 00 | Miss. M. Muller. | Read O..... | " " " " | This letter was duly registered, but was despatched from Gilman as an ordinary letter. It reached its destination short of its stated money contents and the loss was made good by the postmaster of Gilman for having failed to send it forward under registration. | 5 |
| 26 | Mrs. Edna Hooper | Gilman, Q | " 28 | 8 42 | Ball Bros..... | Granby, Q..... | Only \$3.42 stated to have been received. | This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents. No evidence to account for the alleged discrepancy. | 3 |
| 27 | Jos. Dupuis..... | St. Antoe, Q. | Aug. 3 | 2 00 | Rev. Sister Ste. Barbe. | Montreal..... | Stated not to have been received by the person addressed. | This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents. No evidence to account for the alleged discrepancy. | 3 |
| 28 | Lee Hing Sing.... | Kolowna, B.C. | " 3 | 10 00 | Hong Sing Tai. | Vancouver..... | Stated to have been received without contents. | " " " " | 3 |
| 29 | Chung Fay..... | " | " 4 | 3 00 | Lai Fong. | " | Stated not to have been received by the person addressed. | This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents. No evidence to account for the alleged discrepancy. | 3 |
| 30 | W. J. Brown..... | St. Henri, Q. | " 4 | 23 00 | R. M. Davy..... | Montreal..... | Only \$69.42 stated to have been received. | " " " " | 3 |
| 31 | Jos. Langlois..... | Armagh, Q. | " 8 | 74 42 | N. Lemieux & Sons. | Quebec..... | No evidence to account for the alleged discrepancy. | " " " " | 7 |

| | | | | | | | | | |
|----|------------------------|-------------------------------|-------|----|--------|---|--|---|----|
| 32 | H. Meigan | CampMcKinley, B.C. | " | 16 | 18 50 | H. Binks & Sons Winnipeg | Stated not to have been received by the persons addressed. | This letter, whilst lying in the Midway post office to which it had been despatched on route to destination, was stolen by burglars. No clue to the perpetrators of the robbery. | 9 |
| 33 | Jos. Quiron | St. Gedeon de Beauce. | " | 21 | 6 00 | Sinon Drouin, Beauceville, East | Stated to have been received without contents. | The Beauville, East post office, was entered by burglars and this letter robbed of its contents. No clue to the perpetrators of the robbery. | 9 |
| 34 | Mrs. Thos. Davie | Winnipeg | " | 24 | 11 00 | Mrs. Geo. Wilson Glenella, M. | Stated not to have been received by the person addressed. | This letter duly reached the Tenly post office, en route, where further trace of it could not be obtained. | 3 |
| 35 | P. Jalbert | Domenles | Sept. | 5 | 227 97 | J. H. Jacques & Quebec Sons. | Only \$127.97 stated to have been received. | Value of contents made good by postmaster of Tenly. | 5 |
| 36 | J. Dilworth | Knaft, B.C. | " | 5 | 6 35 | Kolowna, Farm- ers' Exchange. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 7 |
| 37 | J. D. Brophy | Starks Corners, Q. | " | 8 | 31 00 | C. E. Fitzsim- mons, Ottawa | Stated not to have been received by the person addressed. | This letter reached Shawville en route to destination and was destroyed in the fire which consumed that office on the 12th September. Value of its contents made good by the postmaster, who had inadvertently omitted to despatch it on the day preceding the fire. | 3 |
| 38 | Jos. Tremblay | St. Cyrille de L'Islet, Q. | " | 8 | 40 00 | Jos. Bernier | " | This letter was duly registered, but was forwarded from St. Cyrille de L'Islet as an ordinary letter. Value of contents made good by the postmaster. | 3 |
| 39 | J. A. McDonnell | Mabou, N.S. | " | 21 | 39 00 | P. McKenzie ... N.S. | " | There being no evidence of the dispatch of this letter from Mabou, the value of its contents was made good by the then postmaster. | 3 |
| 40 | Jas. Kidd | Malta, O | " | 25 | 15 40 | Mrs. Ellen Kidd Bracebridge | " | This letter duly reached Severn Bridge, en route, and was destroyed in the fire which consumed that office on the 26th September. | 10 |
| 41 | Achille Gauhn | Armagh, Q. | Oct. | 2 | 18 00 | Massay, Harris Montreal | Only \$8 stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |
| 42 | Postmaster | Charlottetown | " | 2 | 13 25 | Postmaster | Stated not to have been received by the person addressed. | This letter was duly despatched from Charlottetown to the Charlottetown and Tignish Ry. Post Office and is stated to have been forwarded by the latter to West Devon. The postmaster of that office states however that it never reached West Devon. Value of contents made good. | 3 |

APPENDIX II—Continued.

A.—REGISTERED LETTERS. Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Recapitulation. |
|-----|------------------|--------------------------------------|--------------|-------------------|--------------------------------------|----------------|--|---|--------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | \$ cts. | | | | | |
| 43 | Millar & McCook. | Pondrobo. | Oct. | 15 00 | T. Carrier. | Buckingham. | Stated not to have been received by the person addressed. | This letter was delivered by the Buckingham Post Office to a person for whom it was not intended. Value of contents made good by the postmaster. | 3 |
| 44 | D. F. Beaton. | Mabou, N.S. | " | 5 00 | Manson Camp bell. | Chatham, O. | " | There being no evidence of the despatch of this letter from the Mabou Post Office, the value of its contents was made good by the then postmaster. | 3 |
| 45 | S. McKnight. | Ninga, M. | " | 10 00 | John McKnight, jr. | Fincher, Ala. | Stated to have been received without contents. | This letter duly reached the Fincher Station Post Office, which was not properly safeguarded. Value of contents made good by the P.O. in question. | 5 |
| 46 | L. Broughton. | Aldermere, B.C. | " | 25 00 | Postmaster. | Vancouver. | Stated not to have been received by the persons addressed. | These letters were contained in the mail despatched from Hazelton, B.C., on Oct. 31, 1906, for Port Essington, and were lost in the Skeena River owing to the upsetting of the canoe in which they were being conveyed. | 10 |
| 47 | do. | do. | " | 10 00 | do. | do. | | | |
| 48 | Philip Roeh. | St. Norbert, Q. | " | 31 00 | La. Panque Prov. vinaire du Ca nady. | Berthierville. | Only \$11.00 stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |
| 49 | F. D. Morton. | Kimistino, Sask. | " | 5 00 | Mrs. F. Boag. | Ravenshoe, O. | Stated to have been received without contents. | " | 7 |
| 50 | E. B. Meyer. | St. Catherine St. Centre, Mont-real. | " | 50 00 | Thos. Logan. | Vernet, Q. | Only \$80 stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |

| | | | | | | | | | | |
|----|----------------------|--------------------------|--------|----|----------|----------------------|------------------------|---|---|----|
| 51 | John A. McDonnell | McDon-Mabou, N.S. | " | 12 | 72 60 | P. N. Tompkins | East Manganac. | Stated not to have been received by the person addressed. | There being no evidence of the dispatch of this letter from the Mabou post office, the value of its contents was made good by the postmaster. | 3 |
| 52 | Mrs. Agnes Green | Reahoro, O. | " | 13 | 50 00 | Jas. Lamberts | Toronto | " | There being no evidence of the dispatch of this letter from the Reahoro post office, the loss was borne by the sender, the assistant postmaster. | 3 |
| 53 | Thos. Quigheby | Mabou, N.S. | " | 15 | 12 00 | R. Simpson Co. | " | " | There being no evidence of the dispatch of this letter from the Mabou post office, the value of its contents was made good by the postmaster. See cases 46 and 47. | 10 |
| 54 | A. Mackswell | Aldermere, B.C. | " | 16 | 2 00 | J. Flewin | Port Simpson, B.C. | " | " | 3 |
| 55 | Joseph Belleville | Ste. Emile de l'Énergie. | " | 19 | 6 00 | J. A. Laterriere | Berthierville | " | " | 3 |
| 56 | R. G. Horvath | Bond Head | " | 22 | 10 00 | J. Veitch | Beeton | " | There being no evidence of the dispatch of this letter from Ste. Emile de l'Énergie post office, the value of its contents was made good by the postmaster. | 9 |
| 57 | Mrs. Jane McLaughlin | Telkammah, O. | " | 22 | 5 00 | M. Taylor | " | " | The Beeton post office was entered by burglars on Oct. 26 and these letters stolen. No clue to the perpetrators of the robbery. | 11 |
| 58 | Union Bank of Canada | Winnipeg | " | 23 | 5,000 00 | Union Bank of Canada | Lemberg, Sask. | " | Case still under investigation. | 9 |
| 59 | James Bruce | Egbert, O. | " | 24 | 15 00 | J. Veitch | Beeton | " | See cases 56 and 57. | 10 |
| 60 | Wm Tung | Hazleton, B.C. | " | 30 | 27 00 | Mec Yuen Co. | Vancouver | " | " | 3 |
| 61 | Miss Pano | " | " | 30 | 10 00 | Mrs. Geo. Pinea | Berick, N.S. | " | " | 3 |
| 62 | Dr. H. C. Winch | " | " | 30 | 21 00 | T. T. Langlois | Vancouver | " | " | 3 |
| 63 | James Kirby | " | " | 30 | 15 25 | J. Flewin | Port Simpson, B.C. | " | " | 10 |
| 64 | Nancy White | " | " | 30 | 5 00 | T. Eaton Co. | Winnipeg | " | " | 3 |
| 65 | Agnes Fowler | " | " | 30 | 1 00 | " | " | " | " | 3 |
| 66 | R. E. Leaing | " | " | 30 | 7 00 | R. Maynard | Victoria | " | " | 3 |
| 67 | John Mudge | Calgary | Nov. 1 | 1 | 5 00 | Mrs. C. Baldwin | London | " | " | 7 |
| 68 | Capt. J. B. Stoddard | Lower Ship Harbour, N.S. | " | 1 | 238 00 | W. A. Poole & Co. | Lower Montague, P.E.I. | Only \$228 stated to have been received by the addressee. | This letter was mis-delivered by a letter carrier of the London post office, who made good the value of its contents. No evidence to account for the alleged discrepancy. | 7 |
| 69 | Stephen Elliot | Cape Croker, O. | " | 9 | 10 00 | Wm. Lyman & Sons | Warton, O. | Stated not to have been received by the person addressed. | This letter is stated to have been duly despatched from Cape Croker to Warton but not to have reached the letter office. Cause of failure not discoverable. | 2 |

APPENDIX II—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada *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. | Class in Recipitation. |
|-----|--------------------|----------------------|--------------|-------------------|--------------------------------|---------------|--|--|------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | \$ cts. | | | | | |
| 70 | Mrs. E. Pilon. | Lac des Ecorces. | Nov 11 | 4 35 | W. H. Scroggie. | Montreal. | Stated not to have been received by the person addressed. | This letter duly reached the Montreal post office and was handed to a letter-carrier for office delivery. Further trace of it could not be obtained. Value of contents made good by the letter-carrier. | 3 |
| 71 | J. W. Tipton. | Milestone, Sask. | " 12 | 69 25 | B. W. Cherry. | Lapton, Sask. | Only \$19 stated to have been received. | Case still under investigation. | 11 |
| 72 | G. Sabourin. | Ferme Neuve. | " 12 | 12 00 | Goald Bros. | | | | |
| 73 | A. Dore. | " | " 12 | 4 00 | B. Hernan. | | | | |
| 74 | M. Lafontaine. | Rapids de l'Orignal. | " 13 | 2 50 | His Grace Archbishop Bruchesi. | Montreal. | Stated not to have been received by the persons addressed. | See case 70. | 3 |
| 75 | G. Papineau. | Ferme Neuve. | " 13 | 15 00 | McColl Bros. | | | | |
| 76 | Bank of Montreal. | Victoria. | " 13 | 2 84 | H. M. Lamb. | " | " | This letter was lost by a letter-carrier of the Montreal post office, who made good the value of its contents. | 3 |
| 77 | Oliver C. Millham. | Hazel, Sask. | " 17 | 272 00 | B. Cheeseman. | Maple Creek. | " | Case still under investigation. | 11 |
| 78 | Wm. Roulston. | La Vallée, Q. | " 17 | 12 00 | W. W. Schweitzer. | Elroy, O. | " | This letter was contained in a mail bag despatched from La Vallée to Port Frances which is stated not to have reached Port Frances. Value of contents of the letter made good by the contractor for the railway station and Port Frances service, who had failed to take proper precaution for the delivery of the mail. | 3 |

| | | | | | | | | | | | | |
|----|---------------------|-----------------------------------|------|----|-------|-----------------------------|------------------------------|---|---|---|---|--|
| 79 | P. Croctney..... | Corbyville, O.... | " | 19 | 1 50 | Parmer's Advo- cate..... | London..... | " | " | " | " | There being no evidence of the des- patch of this letter from Corbyville, the value of its contents was made good by the postmaster. No evidence to account for the alleged discrepancy. |
| 80 | A. Leberuf..... | Newton, O..... | " | 26 | 13 35 | H. Bernier..... | Lévis, Q..... | Only \$3.35 stated to have been received. | | | | |
| 81 | P. Beales..... | Strathclair, Sask. | " | 29 | 2 00 | M. Choma..... | Macleod..... | Stated not to have been received by the person addressed. | | | | This letter was delivered by the Macleod post office to a person who was not authorized to receive it. Value of contents made good by the postmaster. |
| 82 | C. Fick..... | Walsh, O..... | Dec. | 5 | 5 00 | Geo. W. Brown | Yarmouth Cen- tre..... | Stated to have been received without contents. | | | | No evidence to account for the alleged discrepancy. |
| 83 | Mrs. D. Wilson... | Fort Rouge sub- P.O., Winnipeg | " | 6 | 4 00 | F. Bates..... | Glenella..... | Stated not to have been received by the person addressed. | | | | This letter duly reached the Glenella post office, where no further trace of it could be found. Value of con- tents made good by the postmaster. |
| 84 | S. Lee..... | Rosemont, O.... | " | 13 | 6 00 | James Lamb..... | Mansfield, O.... | " | " | " | " | This letter duly reached the Beeton and Collingwood Railway post office, where it is stated to have been des- patched to Mansfield. As the post- master of that office failed to prompt- ly report non receipt of the letter bill on which the letter should have been charged he made good value of its contents. |
| 85 | C. H. Brisham... | Vickers, Q..... | " | 17 | 67 50 | Wm. Currie..... | Aubrey, Q..... | Only \$37.50 stated to have been received. | | | | No evidence to account for the alleged discrepancy. |
| 86 | Mrs. W. Jardine... | Ranger, P. E. I. | " | 20 | 3 00 | Dr. J. G. Toombs | Mount Stewart..... | Stated not to have been received by the person addressed. | | | | This letter duly reached the Charl- lotown and Morris Railway post office and is stated to have been despatched therefrom to Mount Stewart, but not to have reached that office. Value of contents made good by the railway mail clerk, who had mis treated the letter. |
| 87 | Mrs. Jewes..... | Elm St. Branch P.O., Toronto | " | 20 | 2 00 | Miss F. E. Clewes | Winnipeg..... | " | " | " | " | Case still under investigation. |
| 88 | P. T. Legere..... | Alcannacook West | " | 21 | 5 00 | Frost & Wood | St. John | " | " | " | " | This letter duly reached the Halifax & Campbellton railway mail clerk, who failed to continue its registra- tion. Value of contents made good by the Railway Mail Clerk. |
| 89 | Mrs. M. J. Harrison | Vancouver (East End P.O.) | " | 22 | 5 00 | Mrs. J. Jefferson | Portage la Prou- rie..... | Stated to have been received without contents. | | | | No evidence to account for the alleged discrepancy. |

APPENDIX H—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Re-ception. |
|-----|---------------------|-----------------------|--------------|-------------------|--------------------|--------------------------------------|--|--|----------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | \$ | cts. | | | | |
| 90 | W. T. Gardner | St. Louis Station, Q. | Dec. 26 | 50 00 | | Merchant's Bank Montreal. | Stated not to have been received by the persons addressed. | Case still under investigation. | 11 |
| 91 | A. Vipond | Hudson, Q. | " 26 | 17 20 | " | A. Racine & Co. | | | |
| | | | 1907 | | | | | | |
| 92 | McLachlin Bros | Amurion. | Jan. 2 | 35 00 | | Mrs. J. Emery | " | This letter duly reached the Hull post office, en route to Eddyville, where it was mis-delivered by the postmaster. Value of contents made good by the postmaster of Hull. | 3 |
| 93 | Mrs. Carry A. Brown | Shawbrook | " 3 | 1 00 | | Mrs. Lucretia Spencer's Island, Wood | " | This letter duly reached the Moncton post office, en route, where further trace of it could not be obtained. Value of contents made good by the Moncton Post Office. | 11 |
| 94 | Chas. G. Wheeler | Moose-Jaw | " 4 | 18 00 | | H. A. Andrews, Calgary | Stated to have been received without contents. | Case still under investigation. | 11 |
| 95 | T. R. Skelton | Woodstock, O. | " 5 | 37 50 | | Miss Susie Seard, Walton | Stated not to have been received by the person addressed. | This letter is said to have been despatched from Woodstock to London and Niagara Falls by post office but not to have reached the latter post office. Cause of failure not discoverable. | 2 |
| 96 | M. L. Sutherland | New Carlisle, Q. | " 22 | 4 00 | | Miss L. E. Sutherland, Montreal. | " | This letter duly reached Station "B" lost by a letter carrier. Value of contents made good by the letter carrier. | 3 |
| 97 | Postmaster | Upton, Q. | " 25 | 520 00 | | Bank of Montreal, Ottawa | " | Case still under investigation | 11 |

| | | | | | | | | | | |
|-----|------------------|------------------------|-------|----|----------|-------------------------|-----------------------|---|--|----|
| 98 | Geo. Martin | Orange, Sask. | " | 26 | 50 00 | Mrs. L. A. Free-land. | Weyburn, Sask. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 7 |
| 99 | E. D. Bensford | Willow Grove, O. | " | " | 5 00 | W. J. Hill | Bartch, O. | Stated not to have been received by the person addressed. | This letter is stated to have been despatched to London and Niagara Falls Ky. post office but not to have reached it. Cause of failure not discoverable. | 2 |
| 100 | Miss Edna Whelan | Aylmer, Q. | Feb. | 22 | 10 00 | Mrs. John Wat- lops. | Heyworth, Q. | " | This letter duly reached the Heyworth post office, where no further trace of it could be found. Value of contents made good by the postmaster. | 3 |
| 101 | W. J. Lafimer | Orland, O. | " | 25 | 3 00 | T. Eaton Co. | Toronto | " | This letter is stated to have been duly despatched from Orland to Brighton, en route, but not to have been received at Brighton. Value of contents made good by postmaster of Orland, who had neglected to send a letter-bill to Brighton. | 3 |
| 102 | T. Eaton Co. | Winnipeg | " | 28 | 1 75 | W. Carn. | Elm Creek | " | The Elm Creek post office was entered on the night of the 7th March and this letter stolen. Value of contents made good by the postmaster, who had failed to properly safeguard it. | 8 |
| 103 | Molson's Bank | Ottawa | " | 28 | 5,000 00 | Molson's Bank | Chesterville | " | This letter was lost on the 1st March, owing to the wreck, near Mountain, of the train by which it was being conveyed. | 10 |
| 104 | Thos. Guest | Hartney, M. | " | 28 | 50 00 | Trotter & Trotter | Brandon | " | There being no evidence of the despatch of this letter from Hartney the value of its contents was made good by the postmaster. | 3 |
| 105 | T. Eaton Co. | Winnipeg | March | 2 | 1 25 | C. A. Laing | Elm Creek | 1 | Case 102 | 8 |
| 106 | J. Leatham | " | " | 4 | 4 00 | W. L. Stinson | " | " | " | " |
| 107 | Wm. Perkins | Rossendale, M. | " | 9 | 8 60 | Geo. Keith | Toronto | Only 60 cents stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |
| 108 | Jas. Allan | Rylstone, O. | " | 16 | 4 50 | John Massey | " | Stated to have been received without contents. | Case still under investigation. | 11 |
| 109 | Postmaster | Channahy, Can- ton. | " | 16 | 1,075 00 | Bank of Mont- real. | Ottawa | Only \$75 stated to have been received. | " | 11 |
| 110 | Alex. Gillis | Reserve Mines, N.S. | " | 20 | 10 00 | J. A. McMillan | Poisdale, N.S. | " | " | " |
| 111 | A. McLean | " | " | 20 | 5 00 | J. Allister | Clark's Road | " | " | " |
| 112 | D. D. Fraser | " | " | 20 | 2 00 | A. D. Fraser | " | " | " | " |
| 113 | John Keats | " | " | 20 | 1 00 | Ellen Keats | North Sydney | " | The Reserve Mines post office was totally destroyed by fire and these letters burnt. | 10 |
| 114 | " | " | " | 20 | 1 00 | E. J. Wort | Ashland, N.S. | " | " | " |
| 115 | Mrs. Peterson | Nanaimo, B.C. | " | 25 | 45 00 | A. McLennan | Beaver Point, B.C. | " | Case still under investigation. | 11 |

APPENDIX II

REPORT OF MISSING LETTERS

CLASS B---UNREGISTERED LETTERS

APPENDIX II.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

| 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. | Class in Recapitulation. |
|-----|-------------------|----------------------------|--------------|-------------------|-----------------------------|----------------------|---|--|--------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | \$ cts. | | | | | |
| 1 | Mrs. J. Kent. | New Ottawa, Sask. | Feb. 14 | 1 00 | The T. Eaton Co. | Winnipeg, M. | Stated not to have been received by the person addressed. | No trace owing to want of registration. | 1 |
| 2 | Mrs. D. J. Page. | " " " | " 14 | 2 00 | The T. Eaton Co. | " " | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 2 |
| 3 | L. C. Burch. | McKenzieville, M. | " 24 | 1 00 | The T. Eaton Co. | " " | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 4 | Mrs. S. Currie. | Poland, O. | " 28 | 2 00 | The <i>Journal</i> Ptg. Co. | Ottawa. | Stated to have been received without contents. | No trace owing to want of registration. | |
| 5 | Thos. Harwood. | Roland, M. | Mar. 22 | 1 00 | Family H. & W. Store. | Montreal, Q. | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 6 | Mrs. A. E. Sayer. | Brockville, O. | " 28 | 5 00 | A. E. Sayer. | Swift Current, Sask. | " " " | " " " | |
| 7 | William Urquhart. | Port Harvey, B.C. | " 28 | 20 00 | Mrs. John Urquhart. | Carleton Place, Ont. | " " " | " " " | |
| 8 | Mrs. John Moore. | Maniwaki, Q. | April 12 | 0 35 | Rev. Ss. Precious Blood. | Ottawa, O. | " " " | " " " | |
| 9 | Miss Briere. | Montreal Q. | " 17 | 0 25 | Rev. Ss. Precious Blood. | " " | " " " | " " " | |
| 10 | J. B. Reinhart. | Nottawa, O. | " 23 | 10 00 | Mrs. J. B. Reinhart. | Pt. Elgin, O. | " " " | " " " | |
| 11 | Lauder Meunard. | St. Michael des Saints, Q. | " 25 | 2 00 | Rev. Father S. Brault. | Ottawa, O. | " " " | " " " | |
| 12 | M. de Ruitmann. | St. Roch de Quebec, Q. | " 25 | 6 00 | Leon St. Pierre. | Montreal, Q. | " " " | " " " | |
| 13 | C. D. Baker. | Danville, Q. | " 27 | 1 20 | Mfg. Life Ins. Co. | Toronto, O. | " " " | " " " | |
| 14 | Miss N. Ferguson. | Kempville, O. | " 30 | 0 27 | Pryson, Graham & Co. | Ottawa, O. | " " " | " " " | |
| 15 | D. J. Hamilton. | Finch, O. | May 5 | 1 00 | The <i>Journal</i> Ptg. Co. | " " | " " " | " " " | |

| | | | | | | | | | |
|----|---------------------------|--------------------------------|------|----|-------|---------------------------------------|---------------------------|---|---|
| 16 | R. H. Humphrey, | Thamesford, O. | " | 7 | 9 00 | Mrs. R. H. Hum- phrey, | Chatham, O | " | " |
| 17 | Heintzman Co, | Piano London, O. | " | 9 | 11 50 | Milton Francis, | Stratford, O. | " | " |
| 18 | Mrs. R. H. Love, | Flower Station, O. | " | 9 | 1 00 | The Journal Co, | Ottawa, O | " | " |
| 19 | G. Descaries, | St. Placide, Q. | " | 18 | 11 36 | Standard Life Ins. Co, | Montreal, Q | " | " |
| 20 | C. A. Walsh, | London, O. | " | 20 | 4 00 | Morgan & Co | Toronto, O. | " | " |
| 21 | T. Eaton Co, | Toronto, O. | " | 23 | 0 65 | Alice Hall, | Wabarr, Q. | " | " |
| 22 | D. W. McLean, | Winnipeg, M. | " | 25 | 3 00 | Mrs. D. W. Mc- Lean, | Calabona, O | " | " |
| 23 | Mrs. J. G. Acres, | Vernon, O | " | 31 | 1 00 | L. E. Stanley & Co | Ottawa, O | " | " |
| 24 | P. O'Connor | Waukegan, Q. | " | 31 | 1 00 | The Journal Co, | " | " | " |
| 25 | Miss A. O. Barber, | Nelson, B.C. | June | 6 | 5 00 | Miss Aida Barber, | Vancouver, B.C. | " | " |
| 26 | Dave Jordan, | Kenora, O. | " | 7 | 5 00 | Dr. McLaughlin Co | Montreal, Q | " | " |
| 27 | Anna Mary Mor- den, | Winnipeg, M. | " | 8 | 8 00 | Mrs. J. C. Morden, | Greensville, O. | " | " |
| 28 | F. Chaceworth | Oshawa, O. | " | 9 | 7 00 | F. Hall, | Brooklin, O. | " | " |
| 29 | Mrs. Turley | Clayton, O. | " | 10 | 5 10 | Mrs. R. P. Harris, | Ottawa, O | " | " |
| 30 | E. Walsh | Truro, N.S. | " | 11 | 10 00 | J. W. Peppard, M.D. | Great Village, N.S. | " | " |
| 31 | Mrs. Ceco Jewel | Ottawa, O | " | 11 | 1 00 | The Sisters of the Precious Blood, | Ottawa, O | " | " |
| 32 | Battie M. Baxter, | Lock Vale, O. | " | 12 | 1 00 | " | " | " | " |
| 33 | Thos. Behard | Three Rivers, Q. | " | 12 | 2 00 | J. H. Roy | St. Sauveur de Que, Q | " | " |
| 34 | Rev. R. F. S. Adam son | Lambeth, O. | " | 12 | 6 00 | T. Eaton Co. | Toronto, O. | " | " |
| 35 | Miss A. V. Webb | London, O. | " | 13 | 3 00 | W. R. Joy | London, Ont. | " | " |
| 36 | J. G. Dodner | Ottawa, O. | " | 13 | 1 60 | Ottawa Sanitary Laundry, | Ottawa, O | " | " |
| 37 | Alphonse Piquette | St. Romuld d'Es- clermu, Q. | " | 14 | 1 00 | T. L. Feuyet, | Montreal, Q | " | " |
| 38 | Jos. Shanahan | London, O. | " | 14 | 10 00 | M. Shanahan | Geoph, O | " | " |
| 39 | Onor Garnau | Quebec, Q. | " | 15 | 0 50 | Cie Mediche | Montreal, Q | " | " |
| 40 | Nelson Foster, | Bayverport, O. | " | 16 | 5 00 | Mrs. Nelson Foster | Seaugog, O | " | " |
| 41 | Miss H. K. Smith, | Bancville, B.C. | " | 19 | 3 65 | Robt. Simpson Co, | Toronto, O | " | " |
| 42 | E. J. Wood, | Bramford, O. | " | 20 | 1 00 | W. A. Russell | Tillsonburg, O. | " | " |
| 43 | D. W. Bruce, | Winnipeg, M. | " | 21 | 4 00 | Mrs. M. Harris, | Winnipeg, M. | " | " |
| 44 | Mrs. M. Coleman | Keauney, O. | " | 21 | 8 00 | Mrs. M. Sheahan, | Oshawa, O. | " | " |
| 45 | Mrs. E. Adams, | L'Original, O | " | 21 | 1 75 | Payson, Graham & Co, | Ottawa, O | " | " |
| 46 | Mrs. McCulloch | Fort William, O. | " | 21 | 10 00 | Mrs. R. Mum- fry, M. | Portage La Prairie, M. | " | " |

This letter was posted for registration and is believed to have been forwarded as an ordinary letter. Postmaster of St. Placide made good contents.

No trace owing to want of registration.

APPENDIX II Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada—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. | Class in Requisition. |
|-----|-----------------------------|-----------------------------|--------------|-------------------|-----------------------------|----------------------|---|--|-----------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | ¢ | | | | | |
| 47. | Mrs. Anna H. Ball | Port Hope, O. | June 22 | 0.50 | D. W. H. Walton Ball. | Toronto, O. | Stated not to have been received by the person addressed. | Not trace owing to want of registration. | |
| 48. | Geo. A. Hodgins. | Carleton Place, O. | " 22 | 4.00 | Miss Ina Hodgins. | Ottawa, O. | " | " | |
| 49. | J. A. Clushchuk. | N. Tryon, P. E. I. | " 22 | 1.00 | Royal Bank of Canada. | Summerside, P. E. I. | " | " | |
| 50. | C. Lassier. | St. Hyacinthe, Q. | " 22 | 5.00 | Mlle. Louisa Gode. | Montreal, Q. | " | " | |
| 51. | A. Jones. | Winnipeg, M. | " 24 | 2.00 | Mrs. E. Jones. | Brandon, M. | " | " | |
| 52. | Geo. Turner. | P. Colborne, O. | " 25 | 10.00 | Mrs. Geo. Turner. | Hamilton, O. | " | " | |
| 53. | Mrs. Dawesley. | Prescott, O. | " 26 | 5.00 | Miss Edna Dawsley. | Ottawa, O. | " | " | |
| 54. | Mrs. Stanley Coon. | Grandford, O. | " 26 | 2.20 | Mrs. J. Coon. | Bellefleur, O. | " | " | |
| 55. | M. F. Mead. | Ottawa, O. | " 27 | 1.00 | Mrs. Chas. Mead. | Montreal, Q. | " | " | |
| 56. | Miss Alice Stinson. | St. Andrews, N. B. | " 27 | 45.00 | Mrs. Jean Stinson. | Toronto, O. | " | " | |
| 57. | Robt. Axton. | London, O. | " 28 | 2.00 | Mrs. Geo. Axton. | Ottawa, O. | " | " | |
| 58. | Andrew Curran. | Morrisburg, Q. | " 28 | 2.00 | G. W. Stacey. | Ottawa, O. | " | " | |
| 59. | Marc. Turcotte. | Montreal, Q. | " 28 | 2.00 | Mme. M. Turcotte. | Chateaufort, Q. | " | " | |
| 60. | C. Lassier. | St. Hyacinthe, Q. | " 28 | 2.00 | Mlle. Louisa Gode. | Montreal, Q. | " | " | |
| 61. | E. W. Beauchamp. | Ottawa, O. | " 28 | 3.00 | Mrs. Beauchamp. | " | " | " | |
| 62. | Mrs. G. Pruner. | Morrisburg, Q. | " 29 | 1.00 | Cyril Pruner. | Cornwall, O. | " | " | |
| 63. | Narcisse Drouin. | St. Joseph Bay, Q. | " 30 | 5.00 | Ardie Rouseau. | Montreal, Q. | " | " | |
| 64. | Mrs. L. Amos. | Brockville, O. | July 1 | 1.70 | W. H. Spraggie, Ltd. | " | " | " | |
| 65. | Cambridge Corporation, Ltd. | Toronto, O. | " 1 | 33.00 | Cambridge Corporation, Ltd. | " | " | " | |
| 66. | Miss Tilley Smith. | Scarforth, O. | " 2 | 4.50 | Miss L. McK Smith. | Peterborough, O. | " | " | |
| 67. | S. H. McMaster. | Sydney, N. S. | " 2 | 4.00 | Mrs. McMaster. | Queensville, N. S. | " | " | |
| 68. | James Wright, sr. | Montreal, Q. | " 3 | 4.00 | Mrs. J. S. Ogilvy. | Maisonnewy, Q. | " | " | |
| 69. | F. O. Smart. | Ry. Station Box, Regina, M. | " 3 | 10.00 | Mrs. Scoville. | Paynton, S. C. | Stated to have been received without discrepancy. | No evidence to account for the alleged discrepancy. | 7 |

APPENDIX II—Continued.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Requisition. |
|-----|-----------------------|-----------------------------|------------------|-------------------|------------------------------|-------------------------|---|--|-----------------------|
| | | | | | Name. | Place. | | | |
| 104 | Marie Louise Lafleur | Olka, Q. | 1906. July 19 | \$ 2.50 | Mlle Eva Lafleur. | Montreal, Q. | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 105 | S. B. Howard | Montreal, Q. | " 19 | 1.00 | F. S. B. Howard. | St. Bonoit, Q. | " " | " " | |
| 106 | Arthur Fielding | Braclordbridge, Q. | " 19 | 3.00 | Mrs. Thos. McCreo | S. Marie, O. | " " | " " | |
| 107 | Harry Taylor | Wadford, O. | " 19 | 5.00 | Mrs. W. J. Wilson | London, O. | " " | " " | |
| 108 | Miss M. P. Symington | Station B. Mon-treal. | " 20 | 5.00 | W. C. Strawder. | North Williams-burg, O. | " " | " " | |
| 109 | Thos. Pary | Quebec, Q. | " 20 | 5.00 | Mme Pierre Paquet | Montreal, Q. | " " | " " | |
| 110 | Miss M. P. Symington | Station B. Mon-treal, Q. | " 20 | 5.00 | W. C. Strawder. | North Williams-burg, O. | " " | " " | |
| 111 | Sharl Inman & In-gram | London, O. | " 20 | 2.00 | Mrs. J. C. Clark. | Melbourne, O. | " " | " " | 1 |
| 112 | C. McIntosh | North Tomscamin-tons, Q. | " 21 | 5.00 | Mrs. Jas. McIntosh | Alexandria, O. | " " | " " | |
| 113 | Dr. F. W. Dobson. | Halifax, N. S. | " 22 | 5.00 | Mrs. F. W. Dobson | Charlottetown, P. E. I. | " " | " " | |
| 114 | Wm. Lynch | 150, M'He House, B. C. | " 22 | 10.00 | David Spencer | Victoria, B. C. | " " | " " | |
| 115 | O. Forest | Clairvaux, Q. | " 23 | 65.00 | La Panque de St. Hyacinthe. | St. St. Hyacinthe, Q. | Only \$35 stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |
| 116 | Miss A. C. McRea | Apple Hill, O. | " 23 | 50 | The Fruitatives Ltd. | Ottawa, O. | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 117 | F. G. Scott | West Selkirk, M. | " 23 | 3.00 | Chas. Sim | Toronto, O. | " " | " " | |
| 118 | Mrs. George Auld | Charlottetown, P. E. I. | " 24 | 2.00 | Clyde Auld, Y. M. C. A. Camp | Woodbourne, N. S. | " " | " " | |
| 119 | J. S. Smith | Belleville Ry. Sta-tion, O. | " 24 | 5.00 | Mrs. J. S. Smith. | Otterville, O. | " " | " " | |

APPENDIX H—Continued.

B—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended, March 31, 1907, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada—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. | Class in Recapitulation |
|-----|----------------------------|-------------------------|---------------|-------------------|--------------------------------|---------------------|---|--|-------------------------|
| | | | | | Name. | Place. | | | |
| 150 | Mrs. W. J. Lecor. | Gallender, O. | 1906, Aug. 31 | 5 00 | Mrs. Joseph Lecor. | Angus, O. | Stated not to have been received by the person addressed. | No trace owing to want of registration | |
| 151 | A. Belford | Toronto, O. | " | 3 05 | Miss Minnie Gray. | Meachethon, O. | " | " | |
| 152 | J. S. Bonneau | Edmonton, A. | " | 15 00 | Mrs. M. Bonneau | Winnipeg, M. | " | " | |
| 153 | Mrs. M. McCallum | Summerland, B.C. | " | 15 00 | City & Dist. Bank. | Montreal, Q. | " | " | |
| 154 | Mrs. Leon Quessnel | Matuawa, O. | " | 0 50 | Sisters of the Precious Blood. | Ottawa, O. | " | " | |
| 155 | Lauchlin Gillespie | Sydney, N.S. | " | 3 00 | Alexander Gillespie | Grand Mira S., N.S. | " | " | |
| 156 | Miss W. E. Patch | Montreal, Q. | " | 10 00 | Mrs. A. E. Patch | Ottawa, O. | " | " | |
| 157 | Cambridge Corporation Ltd. | Toronto, O. | " | 56 85 | Cambridge Corporation. | Montreal, Q. | " | " | |
| 158 | H. Clark | " | " | 4 00 | Mrs. Elizabeth Clark. | Crofton, O. | " | " | |
| 159 | James Gladstone | Gallingswood, O. | " | 5 00 | Miss Charlesbais | Toronto, O. | " | " | |
| 160 | Mrs. A. Vincent | Toronto, O. | " | 1 00 | Mr. Harbourn | St. Catharines, O. | " | " | |
| 161 | John McCoskrie | Mail Car Golden, B.C. | " | 35 00 | W.M. Thompson. | Cammore, Alta. | " | " | |
| 162 | Wm. M. Gilbert | Deborne, M. | " | 7 00 | Hollinoss, Move-ment Book Room | Ottawa, O. | " | " | |
| 163 | Miss Whalen | Montreal, Q. | " | 6 00 | Miss L. LeGare | Cape Despair, Q. | " | " | |
| 164 | M. Dale Harris | Barbriidge-Sin Q. | " | 5 00 | Mrs. Leadenhead | Hamilton, O. | " | " | |
| 165 | W. H. Kennedy | Ottawa, O. | " | 0 50 | J. A. Lamage | Kingston, O. | " | " | |
| 166 | Louis Charbonneau | St. Laurent, Q. | " | 3 00 | Bernard & Chahinoy. | Montreal, Q. | " | " | |
| 167 | Wm. Lambton | C. P. R. box Quebec, Q. | " | 12 00 | Wm. Lambton | " | " | " | |
| 168 | Postmaster of Fabre, | Ville-Marie, Q. | " | 11 00 | Postmaster | Ottawa, O. | " | " | |

APPENDIX II—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, letters containing money, sent through the Post Office in Canada—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. | Class in Requisition. |
|-----|------------------------|-------------------------------|--------------|-------------------|-----------------------------------|-------------------------|---|--|-----------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | § cts. | | | | | |
| 205 | Miss Kit Daly..... | Kingston, O..... | Aug. 21 | 2 00 | Miss Irene Daly..... | Harrison's Cor., O..... | Stated not to have been received by the person addressed. | No trace owing to want of registration | 1 |
| 206 | P. O. I. Montreal. | Montreal, Q..... | " 22 | 7 00 | Clas, A. Ross..... | Montreal, Q..... | " " " " | This was a test letter stolen by P. A. Campaign, Letter Carrier in the Montreal P. O. Campaign confessed to having stolen other letters and was sentenced to three years in the Penitentiary. The contents of the test letter were recovered | 3 |
| 207 | Mlle M. J. Gagnon | Louisville, Q..... | " 23 | 1 00 | Mlle Blaudie Gagnon. | " " " " " " | " " " " | No trace owing to want of registration | |
| 208 | Mrs. O. Regan..... | Carlsbad Springs, O..... | " 23 | 0 40 | Olto G. Regan..... | Ottawa, O..... | " " " " | " " " " | |
| 209 | E. B. Steim..... | Prince Mines, O..... | " 24 | 5 00 | Geo. Hall..... | Toronto, O..... | " " " " | " " " " | |
| 210 | J. T. Kay..... | Mattawa Station, O..... | " 26 | 5 00 | Mrs. J. T. Kay..... | Montreal, Q..... | " " " " | " " " " | |
| 211 | Miss Clara Vabé | Montreal, Q..... | " 27 | 2 50 | D. H. Tohman..... | " " " " " " | " " " " | " " " " | |
| 212 | J. F. L. Dubreuil..... | Sutton, O..... | " 27 | 2 00 | Mrs. J. F. L. Dubreuil..... | " " " " " " | " " " " | " " " " | |
| 213 | W. B. Small..... | Orillia, O..... | " 28 | 2 00 | Mrs. E. Small..... | Babay Branch, O..... | " " " " | " " " " | |
| 214 | C. F. Edward..... | Montreal, Q..... | " 28 | 20 00 | Mrs. C. F. Edward | Lacolle, Q..... | " " " " | " " " " | |
| 215 | E. Nommont..... | Paul, Alta..... | " 28 | 2 00 | Miss Ida Neom-Maisonrouve, Q..... | Montreal, Q..... | " " " " | " " " " | |
| 216 | Thos. Lawrence..... | Quebec, Q..... | " 29 | 1 75 | Herald Publishing Co. | Montreal, Q..... | " " " " | " " " " | 1 |
| 217 | E. Monette..... | Hull, Q..... | " 29 | 7 00 | Mrs. Monette..... | " " " " " " | " " " " | " " " " | |
| 218 | W. F. Wood..... | Toronto, O..... | " 29 | 6 00 | Mrs. W. F. Wood. | Niagara Falls, S. O. | " " " " | " " " " | |
| 219 | Jno. E. Dean..... | Dalhousie, N.B..... | " 30 | 5 00 | Loehart & Ritchie, St. John, N.B. | " " " " " " | " " " " | " " " " | |
| 220 | E. Robitaille..... | St. Romuald, P. E. Chechemin. | " 30 | 6 15 | Alex Legaré & Fils | Quebec, Q..... | " " " " | " " " " | |

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing money, sent through the Post Office in Canada—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. | Class in Reappitulation. |
|-----|-----------------------|-------------------------|--------------|-------------------|--|---|---|--|--------------------------|
| | | | | | Name. | Place. | | | |
| 250 | W. Stephens | Montreal, Q. | 1906, Sept. | 3 00 | Edward Hughton, Lake Superior, O. | Stated not to have been received by the person addressed. | No trace owing to want of registration. | | |
| 260 | J. H. Jenkins | Toronto, O. | " | 5 00 | Mrs. J. H. Jenkins Thornburg, O. | " | " | " | |
| 261 | Hosp. for Incubable. | " | " | 7 00 | Miss Josephine Hamilton, Hamilton. | " | " | " | |
| 262 | George E. A. Newcomb. | Ship Harbour, N.S. | " | 6 00 | C. A. Norton & Co., Halifax, N.S. | " | " | " | |
| 263 | Geo. Cooper | Montreal, Q. | " | 15 00 | Mrs. W. Cooper, Quebec, Q. | " | " | " | |
| 264 | Jen. or Jennie | Monro Centre, O. | " | 2 00 | Miss Maggie L. Patterson, Deer Park, O. | " | " | " | |
| 265 | William H. Hill | Hamilton, O. | " | 25 00 | Mrs. W. H. Hill, Wine Harbour, N. S. | " | " | " | |
| 266 | Mrs. Blunton | Richmond, Q. | " | 6 00 | Mrs. Longmore, Montreal, Q. | " | " | " | |
| 267 | Mme N. Beaudoin | Montreal, Q. | " | 4 00 | Alfred Racine, Quebec, Q. | " | " | " | |
| 268 | T. Eaton Co. | Toronto, O. | " | 0 76 | Miss Robertson, Ottawa, O. | " | " | " | |
| 269 | J. M. Steel | Clarksburg, O. | " | 1 00 | A. Bradshaw & Son, Toronto, O. | " | " | " | |
| 270 | Mrs. Nap. Beaujeu | Montreal, Q. | " | 4 00 | Alfred Racine, Quebec, Q. | " | " | " | |
| 271 | F. A. Lavoie | " | " | 1 50 | Mme C. A. Desrochers, Montreal, Q. | " | " | " | |
| 272 | Mme J. O. Lafre | Montreal, Q. | " | 5 00 | Mlle Blanche LaPorte, Gabriel de Brandon, Q. | " | " | " | |
| 273 | Capt. Matheson | Hamilton, O. | " | 1 00 | Journal Printing Co., Ottawa, O. | " | " | " | |
| 274 | Joseph Grenier | Pointe aux Trembles, Q. | " | 18 00 | A. Belanger, Montnagay, Q. | " | " | " | |

This letter was posted for registration but is supposed to have been forwarded by the P.M. Pointe aux Trembles as an ordinary letter. Loss was made good by the Postmaster.

3

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Registration. |
|-----|------------------------|--------------------------------|--------------|-------------------|--------------------|---------------------|----------------------------------|--|------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | \$. | cts. | | | | |
| 308 | Jas. S. Brierley | Montreal, Q. | Oct. | 8 | 6 00 | Mrs. Gossage | St. Thomas, O. | Stated not to have No trace owing to want of registration. | |
| 309 | F. C. Evans | Toronto, O. | " | 9 | 2 00 | Miss Berkeley Evans | Kew Beach, Toronto, O. | " | " |
| 310 | Edmond Abmond | Shigavake, Q. | " | 9 | 4 00 | Henry Birks & Sons | Montreal, Q. | " | " |
| 311 | G. Belliveau | Buctouche, N.B. | " | 9 | 15 00 | H. Gallant | St. Anne, N.B. | " | " |
| 312 | Mrs. M. J. Delahey | Kearney, O. | " | 10 | 2 00 | J. Delaney | Montreal, Q. | " | " |
| 313 | Miss McClure | Toronto, O. | " | 11 | 2 50 | Mrs. McClure | Belleville, O. | " | " |
| 314 | Miss Sadie E. Moran | Sturgeon Falls, O. | " | 12 | 4 50 | Miss M. C. Moran | North Bay, O. | " | " |
| 315 | Melle A. Bonin | Montreal, Q. | " | 12 | 5 00 | Anna Bonin | St. Thomas d'Acquin, Q. | " | " |
| 316 | S. Smithers | Bellefleur, Q. | " | 12 | 7 00 | C. W. Lindsay | Montreal, Q. | " | " |
| 317 | S. Connor | Stn. box, Brockville, O. | " | 12 | 1 50 | The News | Toronto, O. | " | " |
| 318 | Miss Macdonald | Winnipeg Let. Box, M. | " | 13 | 18 00 | Robinson & Co. | Winnipeg, M. | " | " |
| 319 | D. Sinclair | Post Eglon, O. | " | 15 | 5 00 | Archie McIntyre | Toronto, O. | " | " |
| 320 | Miss Hope Eld-Sandford | N.S. | " | 15 | 1 00 | T. Eaton Co. | " | " | " |
| 321 | Joseph Quinn | Street Let. Box, Halifax, N.S. | " | 15 | 5 00 | Miss Lydia Brooks | Rockingham, N.S. | " | " |
| 322 | Mrs. G. Belanger | East Sherbrooke, Q. | " | 15 | 2 00 | Della Edison | Champlain, Q. | " | " |
| 323 | Miss H. F. Rees | North Sydney, N.S. | " | 15 | 2 00 | Miss Frances Bent | Amherst, N.S. | " | " |
| 324 | S. J. Boehm | Gravenhurst, O. | " | 16 | 3 00 | Mrs. S. J. Boehm | Toronto, O. | " | " |

APPENDIX H—Continued.

B. UNREGISTERED LETTERS—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Requisition. |
|-----|-----------------------|--|-----------------|-------------------|------------------------|--------------------------------|---|--|-----------------------|
| | | | | | Name. | Place. | | | |
| 359 | Mrs. H. Beaupré. | Quebec, Q. | 1906. Nov. 4 | 2 00 | Mrs. Arthur La France. | Montreal, Q. | Stated not to have been received by the person addressed. | No trace owing to want of registration | |
| 360 | Jas. West. | Montreal, Q. | " 5 | 5 00 | G. H. Pearson & Co. | " | " | " | |
| 361 | N. Beauchamp | Saint-Etienne-des-Grès, Q. | " 7 | 3 00 | E. de la Beau-champ. | Montreal, Q. | " | " | |
| 362 | John Boag. | St. Box Winnipeg, M. | " 7 | 15 00 | Mr. J. Boag. | Dovercourt, O. | " | " | |
| 363 | A. Deshauniers. | Sturgeon Falls, O. | " 8 | 5 00 | Mrs. A. Deshauniers. | Ottawa, O. | " | " | |
| 364 | Wm. A. Guad. | Montreal, Q. | " 8 | 2 00 | Miss C. L. Farwell. | Shelbrooke, Q. | " | " | |
| 365 | Mrs. Jas. Laush-way. | Toronto, O. | " 8 | 13 00 | Mrs. Eliz. Rosco. | Mountain, O. | " | " | |
| 366 | Mrs. Agnes Robertson. | Winnipeg, M. | " 10 | 10 00 | Grace Robertson. | Whitby, O. | " | " | |
| 367 | J. W. Ferguson. | Cobalt, O. | " 10 | 5 00 | Mrs. J. W. Ferguson. | Toronto, O. | " | " | |
| 368 | Miss Todd. | Brandon, M. | " 11 | 5 00 | Miss Grace Todd. | Winnipeg, M. | " | " | |
| 369 | Miss M. A. McDo-nald. | Let. Box at O'Mah-ley's, Richmond Is-lands, Ottawa, O. | " 12 | 0 25 | Alfred Taylor. | London, O. | " | " | |
| 370 | Postmaster. | Derry West, O. | " 12 | 1 50 | Robt. Simpson Co. | Toronto, O. | " | " | |
| 371 | Hector Ouellet. | Drummondville, Q. | " 12 | 1 25 | Mrs. Albert Fortier. | Montreal, Q. | " | " | |
| 372 | Miss L. Bell. | London, O. | " 14 | 4 00 | T. Eaton Co. | Toronto, O. | " | " | |
| 373 | H. Granger. | Woodstock, O. | " 11 | 6 00 | Mrs. H. Granger. | Burlington, O. | " | " | |
| 374 | L. Jos. Marquis. | Grindstone Islands, Q. | " 11 | 11 00 | Phillipe Marquis. | St. Gervais de Bellechasse, Q. | " | Case still under enquiry. | 11 |
| 375 | E. L. Libbycoote. | St. Catharines, O. | " 17 | 2 00 | Mrs. F. Shaupp. | Hamilton, O. | " | No trace owing to want of registration | |
| 376 | H. F. Archibald. | Montreal, Q. | " 17 | 2 00 | R. Uglow & Co. | Kingston, O. | " | " | |
| 377 | Dr. L. S. Paulin. | Saint-Alexander d'Herbville, Q. | " 18 | 5 00 | Eugene Paulin. | Montreal, Q. | " | " | |
| 378 | David Hartman. | Montreal, Q. | " 18 | 4 46 | Alex. Nevin. | " | " | " | |
| 379 | W. Geo. Wade. | St. Catharines, O. | " 18 | 12 00 | Mrs. Octavia Ross. | Toronto, O. | " | " | |

B.—UNREGISTERED LETTERS. Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada *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. | Class in Recapitulation. |
|-----|----------------------------------|------------------------------|--------------|-------------------|---------------------------------------|-------------------------|---|--|--------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | \$ cts. | | | | | |
| 411 | Mrs. Paëlle..... | London, O..... | Dec. | 3 00 | Mrs. Thos. Johnson Calder, O..... | Victoria, B.C..... | Stated not to have been received by the person addressed. | No trace owing to want of registration. | 1 |
| 412 | Mrs. E. M. S. McKenzie..... | Kelowna, B.C..... | " | 12 00 | Mrs. E. S. Shrapnel..... | Victoria, B.C..... | " | " | 1 |
| 413 | Henry Giles..... | Lachute, Q..... | " | 1 35 | Albert Giles..... | Montreal, Q..... | " | " | 3 |
| 414 | Mr. Richard Ste Anne, Q..... | Ste Anne, Q..... | " | 7 42 | Bank of Montreal, Montreal, N.B..... | Montreal, Q..... | " | See No. 408 Class B..... | |
| 415 | Charles Cassidy..... | Starneshoro, Q..... | " | 2 00 | W. H. Cassidy..... | Montreal, Q..... | " | No trace owing to want of registration. | |
| 416 | Miss Rowena Beasley..... | Restoule, O..... | " | 0 50 | Henry Morgan & Co..... | " | " | " | |
| 417 | A. E. Finond..... | St-Sauveur-de-Quebec, Q..... | " | 40 00 | A. Finond..... | Reid's Camp Co., Q..... | " | " | |
| 418 | Mrs. M. McCabe..... | Douglas, O..... | " | 0 65 | W. H. Scroggie & Co., Ltd..... | Montreal, Q..... | " | " | |
| 419 | W. B. Watson..... | London, O..... | " | 4 00 | Dominion Shoe Co..... | Hamilton, O..... | " | " | |
| 420 | E. J. H. Marx..... | Toronto, O..... | " | 2 10 | Mrs. Alice Cashion..... | Montreal, Q..... | " | " | |
| 421 | Mrs. T. McAllister..... | Ottawa, O..... | " | 4 00 | Mrs. A. Dubois..... | " | " | " | |
| 422 | H. E. Vanderburg..... | London, O..... | " | 2 00 | Mrs. H. E. Van derburg..... | Toronto, O..... | " | " | |
| 423 | E. J. Fredenburgh..... | Peterboro, O..... | " | 1 00 | North American Merchandise Co..... | Montreal, Q..... | " | " | |
| 424 | T. Millar & Son..... | Holland, M..... | " | 1 00 | Canada Lumberman and Wood Worker..... | Toronto, O..... | " | " | |
| 425 | Miss Theresa Malber..... | Ottawa, O..... | " | 3 00 | T. Eaton Co..... | " | " | " | |
| 426 | H. A. Mitchell..... | Hastings, O..... | " | 1 00 | The Journal..... | Ottawa, O..... | " | " | |
| 427 | Mrs. Mary Curtis Appleby, O..... | Appleby, O..... | " | 5 00 | W. E. Bark..... | Hamilton, O..... | " | " | |
| 428 | D. E. McPherson..... | Winnipeg, M..... | " | 2 87 | The Marks Stamp Co..... | Toronto, O..... | Only 17 cts. received. | No evidence to account for the alleged discrepancy. | 7 |

APPENDIX II—Continued.

B.—UNREGISTERED LETTERS. Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Reapportionment. |
|-----|-----------------------|--------------------------------|--------------|-------------------|----------------------------|------------------------|---|--|---------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1906. | \$ cts. | | | | | |
| 461 | Fanny H. Wright. | Toronto, O. | Dec. 24 | 5 00 | Miss K. Elmore. | Caladonia, O. | Stated not to have been received by the person addressed. | No trace owing to want of registration | |
| 462 | A. F. Kerr. | Winnipeg, M. | " 25 | 0 50 | Miss O. Kerr. | Montreal, Q. | " | " | |
| 463 | Dr. V. de Laurin. | Les Saules, Q. | " 25 | 1 00 | Edmond de Laurin | Levis, Q. | " | " | |
| 464 | Alex. McKenzie. | Halfax L. Box, N.S. | " 25 | 15 00 | Mrs. Alex. Mc Murray | Murray River, P. E. I. | " | " | |
| 465 | Mrs. Fred. Johnson. | Toronto, O. | " 26 | 1 54 | Robt. Simpson Co. | Toronto, O. | " | " | |
| 466 | Mrs. Carrique. | " | " 26 | 1 00 | Mrs. Harry Old. | Balmly Beach, O. | " | " | |
| 467 | Evela Chevroliere. | St. Anne de la Poudre, Q. | " 26 | 1 00 | W. H. Scroggie & Co., Ltd. | Montreal, Q. | " | " | |
| 468 | W. Henry. | Montreal, Q. | " 26 | 1 35 | W. W. Walker. | " | " | " | |
| 469 | Emestine Lache. | St. Anne de la Poudre, Q. | " 26 | 1 00 | W. H. Scroggie. | " | " | " | |
| 470 | Miss Annie Wood. | Winnipeg, M. | " 26 | 4 00 | Miss Mary Wood. | Remington, O. | " | " | |
| 471 | Miss M. Blandack. | Urbana, N.S. | " 27 | 2 25 | W. H. Scroggie Co., Ltd. | Montreal, Q. | " | " | |
| 472 | Mrs. James Wells. | Port Felix, N.S. | " 27 | 2 00 | " | " | " | " | |
| 473 | Mme. Auguste LeBlanc. | St. Charles de Bellechasse, Q. | " 28 | 2 00 | Jos. Leblanc. | " | " | " | |
| 474 | Effie Wood. | Ormond, O. | " 28 | 0 25 | W. H. Scroggie Co., Ltd. | " | " | " | |
| 475 | Mrs. R. Fisher. | Barrington, O. | " 28 | 0 35 | " | " | " | " | |
| 476 | Mrs. John Francis. | Sunderland, O. | " 28 | 12 00 | Mrs. Robt. Don. | Sutton West, O. | " | " | |
| 477 | Miss Maud Ascal. | Peninsula, Caspe, Q. | " 29 | 1 65 | H. Birks & Sons. | Montreal, Q. | " | " | |
| 478 | A. B. McNaughton. | St. Elmo, O. | " 29 | 0 49 | W. H. Scroggie Co., Ltd. | " | " | " | |

SESSIONAL PAPER No. 24

| | | | | | | | | | | |
|-----|--------------------------|-------------------------------------|------|----|-------|------------------------------|----------------------------|---|--|---|
| 479 | W. L. Stenberg | Toronto, O..... | " | 30 | 5.00 | Mrs. W. L. Stenberg | London, O..... | " | " | " |
| 480 | Dr. Geo. St. Bowles | Woodhill, O..... | " | 30 | 2.00 | Chandler Ingram Pvt. | Toronto, O..... | " | " | " |
| 481 | N. Gélinas | Montreal, Q..... | " | 31 | 1.00 | Wm. Sylvester | Chicot, Q..... | " | " | " |
| 482 | Mlle E. Chagnon | St. Hyacinthe, Q..... | " | 31 | 0.50 | W. H. Scroggie Co., Ltd. | Montreal, Q..... | " | " | " |
| 483 | Adolard Girard | Montauban, Q..... | " | 31 | 20.00 | La Banque Na- tionale | St. Casimir, Q..... | " | " | " |
| 484 | Theophile Roy | Montreal, Q..... | " | 31 | 1.15 | George Duval | Freulx, O..... | " | " | " |
| 485 | M. Belval | St. Labeore, Q..... | Jan. | 1 | 0.25 | W. H. Scroggie Co., Ltd. | Montreal, Q..... | " | " | " |
| 486 | Adolaid Girard | Montauban, Q..... | " | 1 | 20.00 | La Banque Na- tionale | St. Casimir, Q..... | " | " | " |
| 487 | Irene Tabe | Sturgeon Falls, O..... | " | 2 | 1.00 | W. H. Scroggie Co., Ltd. | Montreal, Q..... | " | " | " |
| 488 | A. Rossignol | Fraserville, Q..... | " | 2 | 0.52 | Mrs. Eugene Card- mal | Ottawa, O..... | " | " | " |
| 489 | Eugenie Cardinal | Rigaud, Q..... | " | 2 | 0.25 | " | " | " | " | " |
| 490 | McLachlin Bros. | Amory, O..... | " | 2 | 35.00 | Mrs. Julia Emery | Eddyville, Ind., Q..... | " | " | " |
| 491 | Mrs. M. McPherson | Muskoka Falls, O..... | " | 3 | 2.70 | W. H. Scroggie Co., Ltd. | Montreal, Q..... | " | " | " |
| 492 | Miss Hattie Barris | Millsstream, Q..... | " | 3 | 0.30 | " | " | " | " | " |
| 493 | Sisters of Charity | Reserve Mines, N.S. | " | 4 | 20.00 | C. B. Lamedot | " | " | " | " |
| 494 | Miss E. W. Gains- ley | Toronto, O..... | " | 4 | 3.00 | Miss J. M. Coons, D.O. | Toronto, O..... | " | " | " |
| 495 | Matilda Boucher | St. Adolph, Q..... | " | 5 | 1.80 | W. H. Scroggie Co., Ltd. | Montreal, Q..... | " | " | " |
| 496 | Thos. Huml | Vernon, B.C..... | " | 6 | 0.20 | Dep. Missions Dep. Labour | Ottawa, O..... | Stated to have been received without | No evidence to account for the alleged discrepancy. | 7 |
| 497 | Miss A. Handren | Albert, N.B..... | " | 6 | 10.00 | Miss Annie Le- Boucher | Sydney, N.S..... | " | " | " |
| 498 | Mrs. Rufus Sweet | Wolfeville, N.S..... | " | 6 | 0.50 | Miss B. Starr | Halifax, N.S..... | Stated not to have been received by the person addressed. | No trace owing to want of registration | " |
| 499 | A. J. Cassman | Peterboro, O..... | " | 6 | 1.00 | Mrs. Cassman | Thisleton, O..... | " | " | " |
| 500 | E. M. Oughton | Toronto, O..... | " | 6 | 1.00 | Mrs. E. M. Ough- ton | Montreal, Q..... | " | " | " |
| 501 | Miss C. Masse | St. Cath. West, Montreal, Q..... | " | 6 | 2.00 | Mrs. Jos. Masse | Granby, Q..... | " | " | " |
| 502 | Mrs. M. A. Hend- son | Albert Station, N.E. | " | 7 | 10.00 | Mrs. A. L. Betcher | Sydney, N.S..... | Stated to have been received without | No evidence to account for the alleged discrepancy. | 7 |
| 503 | Mrs. Macdonachans | Howick, Q..... | " | 7 | 0.15 | W. H. Scroggie Co. Ltd. | Montreal, Q..... | Stated not to have been received by the person addressed. | No trace owing to want of registration. | 7 |

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Re-plaintation. |
|-----|-----------------------|---------------------------|--------------|-------------------|------------------------------|---------------|---|--|--------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1907. | \$ cts. | | | | | |
| 501 | M. L. Labonde..... | Coteau Landings, Q. | Jan. 7 | 0 52 | W. H. Scroggie Co., Ltd. | Montreal, Q. | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 505 | Marcia G. Duke..... | Lennoxville, Q. | " 7 | 1 00 | " | " | " | " | |
| 506 | Mary H. Kingdon..... | N. Hatley, Q. | " 7 | 5 00 | " | " | " | " | |
| 507 | Mrs. Côté..... | St. Foy, Q. | " 7 | 2 00 | Louis Robitaille..... | " | " | " | |
| 508 | Miss Jessop..... | Toronto, O. | " 7 | 10 00 | Mrs. Auden..... | Toronto, O. | " | " | |
| 509 | Mrs. J. Summers..... | Sault Ste. Marie, O. | " 8 | 0 72 | W. H. Scroggie Co., Ltd. | Montreal..... | " | " | 1 |
| 510 | Mme. H. Daigle..... | Rock Island, Q. | " 8 | 0 30 | " | " | " | " | |
| 511 | Miss Clara Welsh..... | Bristol N.B. | " 8 | 1 25 | Henry Birks & Sons. | Montreal, Q. | " | " | |
| 512 | Crawley Eaton..... | Wolfeville, N.S. | " 8 | 3 25 | Kelly & Glassco..... | Halifax, N.S. | " | " | |
| 513 | Andrew Ramey..... | Pittsboro, O. | " 8 | 1 50 | The News Collector of Cans. | Toronto, O. | " | " | |
| 514 | Thomas Noddert..... | Edwards, O. | " 8 | 1 50 | Collector of Cans. | Ottawa, O. | " | " | |
| 515 | Win. Stacy..... | Iroquois, O. | " 8 | 1 50 | The <i>Mail</i> Printing Co. | Toronto, O. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 7 |
| 516 | Mrs. J. McOuat..... | Brownsville, Q. | " 9 | 0 50 | W. H. Scroggie Co., Ltd. | Montreal..... | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 517 | Mrs. F. Maackay..... | River Lake, N.B. | " 9 | 0 33 | " | " | " | " | |
| 518 | Edwin Geddes..... | Toronto Union Station, O. | " 9 | 2 00 | Mr. Jenkin Karl..... | " | " | " | |
| 519 | Reiland Lapiere..... | Hull, Q. | " 9 | 1 00 | A. Robert..... | " | " | " | |
| 520 | B. L. Newmarache..... | Sherbrooke, Q. | " 10 | 1 00 | W. H. Scroggie Co., Ltd. | " | " | " | |
| 521 | A. J. Strom..... | Port Wallace Station, O. | " 10 | 25 40 | Mrs. A. J. Strom..... | Winnipeg, M. | " | " | 1 |

APPENDIX H—Continued.
 B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—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. | Class in Reappellation. |
|-----|--------------------------|---------------------|--------------|-------------------|--------------------------------|-----------------------------|---|--|-------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1907. | \$ cts. | | | | | |
| 552 | W. M. Scale..... | Price, Q..... | Jan. 18 | 2 00 | Fin. Secy. Jersey Soc. of C. | Montreal, Q..... | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 553 | Miss Joan C. Whyte..... | Amprior, O..... | " 18 | 1 00 | L. N. Poulin Co., Ltd. | Ottawa, O..... | " | " | |
| 554 | P. Healy..... | Ottawa, O..... | " 18 | 8 00 | Matthew Healy..... | South Falls, O..... | " | " | |
| 555 | Miss Ella Cropley..... | Dartmouth, N.S..... | " 19 | 6 00 | Miss Alice Cropley..... | St. Joseph, N.S..... | " | " | |
| 556 | F. Smith..... | Winnipeg, M..... | " 20 | 2 00 | Mad. A. Blonclotte..... | St. Anne des Chenes, M..... | " | " | |
| 557 | Mrs. R. A. Leconte..... | Montreal, Q..... | " 21 | 1 00 | Mrs. Josephine Foley..... | Ottawa, O..... | " | " | |
| 558 | Josephine M. Bean..... | Aylmer, Q..... | " 22 | 1 50 | Mrs. A. Levasseur..... | " | " | " | |
| 559 | Edward Whalen..... | Aylmer East, Q..... | " 22 | 10 00 | John Walters..... | Heyworth..... | " | " | |
| 560 | Mrs. R. A. Leconte..... | Montreal, Q..... | " 23 | 1 00 | Josephine Foley..... | Ottawa, O..... | " | " | |
| 561 | Mrs. Jos. Cyr..... | Cobalt, O..... | " 24 | 20 00 | Mrs. Jos. Cyr..... | Ottawa, O..... | " | " | |
| 562 | Eugène Cardinal..... | Rigaud, Q..... | " 25 | 0 25 | Mrs. E. Cardinal..... | Ottawa, O..... | " | " | |
| 563 | Géo. O. Gagné..... | St. Jean, Q..... | " 26 | 10 00 | Mrs. Geo. Gagné..... | Montreal, Q..... | " | " | |
| 564 | H. Hummel..... | Montreal, Q..... | " 26 | 2 00 | A. T. Holland & Son..... | " | " | " | |
| 565 | W. Wislaar..... | Toronto, O..... | " 27 | 7 63 | P. Metairie..... | Portsmouth, O..... | " | " | |
| 566 | Miss E. L. H. Smith..... | St. John, N. B..... | " 28 | 0 40 | Miss E. A. Smith..... | Montreal, Q..... | " | " | |
| 567 | J. Curtis..... | Montreal, Q..... | " 28 | 4 00 | Mrs. Collins..... | East Sherbrooke, Q..... | " | " | |
| 568 | Crescent Mfg. Co..... | " | " 29 | 11 00 | Mrs. Jno. MacDonald..... | Belleville, O..... | " | " | |
| 569 | Geo. Drummond..... | " | " 29 | 3 00 | Gerald Drummond..... | Port Hope, O..... | " | " | |
| 570 | Miss A. Murray..... | Buckingham, Q..... | " | 1 00 | Convent of Precious Blood..... | Ottawa, O..... | " | " | |
| 571 | C. W. Davis..... | Montreal, Q..... | " 31 | 3 00 | Mrs. G. D. McBride..... | West Plam, O..... | " | " | |

APPENDIX II—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada. *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. | Class in Recapitulation. |
|-----|--------------------------|-------------------------|--------------|-------------------|-------------------------------------|-----------------------|---|--|--------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1907. | | | | | | |
| 602 | Mary Bagger..... | Chapman's, Q..... | Feb. 11 | 5 00 | Mrs. Forsyth..... | Montreal, Q..... | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 603 | E. Cater..... | Galt, O..... | " 15 | 12 00 | Miss Cater..... | "..... | " | " | 1 |
| 604 | Mrs. R. M. Hume..... | Woodstock, O..... | " 15 | 1 00 | John Dougal & Son..... | "..... | " | " | " |
| 605 | W. Walker..... | St. Catharines, O..... | " 15 | 1 00 | Wm. Rennie Co..... | Toronto, O..... | " | " | " |
| 606 | Mrs. G. Briant..... | Montreal, Q..... | " 16 | 4 00 | Autoime Hubot..... | Anges-Gardien, Q..... | " | " | " |
| 607 | Mrs. P. Pelletier..... | Collingwood, O..... | " 17 | 5 00 | Société des Artistes-sans, | Montreal, Q..... | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 7 |
| 608 | M. Holder..... | Winnipeg, M..... | " 18 | 2 30 | F. Arno..... | Winnipeg, M..... | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 609 | Hugh Smiley..... | Bothwell, O..... | " 18 | 3 00 | Mrs. H. Smiley..... | Sarnia, O..... | " | " | |
| 610 | Miss M. Nickles..... | Toronto, O..... | " 18 | 1 00 | E. M. Wheeler..... | Etihad, O..... | " | " | |
| 611 | Zodique Chaput..... | Pt. St. Charles, Q..... | " 18 | 4 00 | St. Memier..... | Montreal, Q..... | " | " | |
| 612 | Mrs. A. Saller..... | Pembroke, N.S..... | " 18 | 1 10 | T. Eaton Co..... | Toronto, O..... | " | " | |
| 613 | Charles Valentine..... | Montreal, Q..... | " 19 | 1 00 | Mrs. Jos. Hurlbise..... | Ottawa, O..... | " | " | |
| 614 | W. E. Bawser..... | Andover, N.S..... | " 20 | 5 00 | Miss Maude Vhuo..... | Montreal, Q..... | " | " | |
| 615 | Florence Campbell..... | Montreal, Q..... | " 20 | 1 10 | Mrs. Gallan..... | Dunvegan, O..... | " | " | |
| 616 | Mrs. J. O. Christie..... | Ellwood, O..... | " 20 | 1 00 | Bryson, Graham & Co., | Ottawa, O..... | " | " | 1 |
| 617 | James Cookson..... | Israel, Q..... | " 21 | 5 00 | Elie Forhier..... | Pontbriand, Q..... | " | " | |
| 618 | Jas. Malcolin..... | Peterboro, O..... | " 23 | 10 00 | Mrs. Jas. Malcolin..... | Toronto, O..... | " | " | |
| 619 | Jas. McAtomey..... | North Bay, O..... | " 23 | 15 00 | Miss M. O'Reilly..... | "..... | " | " | |
| 620 | R. J. McGillon..... | Montreal, Q..... | " 24 | 5 00 | Mrs. R. J. McGillon..... | Ottawa, O..... | " | " | |
| 621 | Mrs. Metcun..... | Toronto, O..... | " 25 | 4 00 | Armaur & Muckle..... | Toronto, O..... | " | " | |
| 622 | Mrs. Bailey..... | "..... | " 25 | 2 02 | Dr. Woodherton..... | Hamilton, O..... | " | " | |
| 623 | Alexander Gratton..... | St. Benoit, Q..... | " 25 | 65 00 | Ontario Wind Engine Pump Co., | Montreal, Q..... | " | " | |
| 624 | Mrs. E. Bonget..... | Ottawa, O..... | " 25 | 1 00 | Edgar Pongat..... | "..... | " | " | |

SESSIONAL PAPER No. 24

| | | | | | | | | | | | | |
|-----|----------------------|----------------------|------|----|-------|-----------------------|----------------------|---|---|---|---|---|
| 625 | John Muldoon | Toronto, O. | " | 26 | 5 00 | Mrs. Johanna Muhlmann | Ottawa, O. | " | " | " | " | 1 |
| 626 | J. Cameron | Rexton, N. P. | " | 26 | 21 00 | Bank of Montreal | Moncton, N. P. | " | " | See No. 408 Class E. | " | 3 |
| 627 | Mrs. F. Taylor | Ningit, M. | " | 27 | 11 01 | T. Eaton Co. | Winnipeg, M. | " | " | No trace owing to want of registration. | " | 3 |
| 628 | John Corany | Moncton Stn. Bays | " | 28 | 10 00 | Bank of Montreal | Moncton, N. P. | " | " | See No. 498 Class E. | " | 3 |
| 629 | M. Moss | Ottawa, O. | " | 28 | 5 00 | Miss Maud Moss | Montreal, Q. | " | " | No trace owing to want of registration. | " | |
| 630 | Mrs. H. Jordan | Berlin, (at Stn.) O. | Mar. | 1 | 2 00 | W. E. Jordan | Galt, O. | " | " | " | " | |
| 631 | H. E. Thomson | Dundas, O. | " | 1 | 8 00 | Mrs. H. E. Thomson | Point St. Charles Q. | " | " | " | " | |
| 632 | R. L. Toonus | Parlatote, O. | " | 2 | 20 00 | Miss Julia Toonus | Toronto, O. | " | " | " | " | |
| 633 | Mrs. A. Francoeur | Ottawa, O. | " | 3 | 5 00 | Miss Mary Ann Griffin | Montreal, Q. | " | " | " | " | |
| 634 | Wm. Glacking | Toronto, O. | " | 4 | 1 17 | Wm. Bowles | Toronto, O. | " | " | " | " | |
| 635 | Oscar Goulet | Montreal, Q. | " | 4 | 2 00 | Mc. H. Goulet | Ottawa, O. | " | " | " | " | |
| 636 | A. E. Robinson | Toronto, O. | " | 4 | 5 00 | Rev. G. Robertson | Welland, O. | " | " | " | " | 1 |
| 637 | T. David | Sarnia, O. | " | 5 | 2 00 | Minnie David | Gormna, O. | " | " | " | " | |
| 638 | V. A. Kerr | Montreal, Q. | " | 6 | 1 00 | J. H. Kerr | Cavanville, Q. | " | " | " | " | |
| 639 | Mrs. S. Laporte | Cardinal, O. | " | 6 | 0 75 | McKeelme Muste | Ottawa, O. | " | " | " | " | |
| 640 | Mrs. M. Legart | St. Catharines, O. | " | 6 | 1 00 | Miss E. Legart | Tottenham, O. | " | " | " | " | |
| 641 | Mrs. T. Horton | Montreal Stn. B. | " | 8 | 1 00 | Miss A. Greenfield | Montreal, Q. | " | " | " | " | |
| 642 | Moise Gervais | Vassar, M. | " | 8 | 4 00 | The Hudson's Bay Co. | Winnipeg, M. | " | " | " | " | |
| 643 | R. Twiss | Leoville, O. | " | 8 | 2 00 | Fleming Bros. | Toronto, O. | " | " | Only 60 cts. received. | " | 7 |
| 644 | Wm. Perkins | Rosendale, M. | " | 9 | 8 60 | George Keith | " | " | " | No evidence to account for the alleged discrepancy. | " | |
| 645 | Miss Mary Brown | Douglas, O. | " | 10 | 2 00 | Miss M. T. Brown | Ottawa, O. | " | Stated not to have been received by the person addressed. | " | " | |
| 646 | Laura E. Springer | Winnipeg, M. | " | 10 | 1 00 | Miss Lucien Springer | Nelson, B.C. | " | " | " | " | |
| 647 | Mrs. Alex. McKim | Brantford, O. | " | 11 | 3 00 | Mason & Risch | Toronto, O. | " | " | " | " | |
| 648 | Miss Vina M. Comee | Odessa, O. | " | 12 | 2 00 | Miss Rose & Stacey | Kingston, O. | " | " | " | " | |
| 649 | Ben Oliver & Co. | Port Hope, O. | " | 12 | 7 55 | Scott Knitting Co. | Toronto, O. | " | " | " | " | |
| 650 | Mrs. William | Elora, O. | " | 14 | 5 00 | Jas. L. William | Brantford, O. | " | " | " | " | |
| 651 | B. C. Mullins | Winnipeg, M. | " | 15 | 7 00 | Miss B. C. Mullins | Montreal, Q. | " | " | " | " | |
| 652 | Mrs. Wm. Allen | Brentwood, O. | " | 15 | 5 00 | R. Allen | Orton, O. | " | " | " | " | |
| 653 | M. A. McDonald | St. Thomas, O. | " | 16 | 8 00 | Mrs. M. A. McDonald | Cobourg, O. | " | " | " | " | 1 |
| 654 | Miss Lily A. Kenyon | Montreal, Q. | " | 16 | 10 00 | Miss N. Kenyon | Valleyfield, Q. | " | " | " | " | |
| 655 | Mrs. C. Frankm | Cornwall, O. | " | 16 | 1 00 | The T. Eaton Co. Ltd. | Toronto, O. | " | " | " | " | |
| 656 | Mrs. W. J. McQuarrie | Kingston, O. | " | 18 | 2 25 | Miss Edith Mills | " | " | " | " | " | |
| 657 | Pheobe Hunt | Peterboro, O. | " | 18 | 3 45 | T. Eaton Co. | " | " | " | " | " | |
| 658 | M. C. T. Edwards | Latford, O. | " | 19 | 0 70 | W. H. Rice & Co. | " | " | " | " | " | |
| 659 | Ada T. Corbett | Toronto, O. | " | 19 | 1 00 | Miss F. Corbett | Perrytown, O. | " | " | " | " | |

APPENDIX II—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Concluded.

| 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. | Class in Recaptitation. |
|-----|----------------------|--|--------------|-------------------|------------------------|-------------------|---|--|-------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1907. | § cts. | | | | | |
| 660 | J. S. Reid | Hal. & Sydney Ry. P. O. at Lower Steviache, N.S. | Mar. 20 | 25 00 | Union Bank of Halifax. | Truro, N.S. | Stated not to have been received by the person addressed. | No trace owing to want of registration. | |
| 661 | A. A. McDermid. | St. Thomas, O. | " 20 | 4 00 | Alex. Dunbar. | Palmerston, O. | " | " | |
| 662 | Mr. M. Wright. | Maxwell, O. | " 20 | 1 25 | R. D. Warren | Toronto, O. | " | " | |
| 663 | Mrs. M. Milner. | Belleville, O. | " 21 | 2 00 | Master Carlyle Milner. | Cobourg, O. | " | " | |
| 664 | S. Jansson. | Cote St. Paul, Q. | " 21 | 3 00 | Mr. Vaughan. | Montreal, Q. | " | " | |
| 665 | W. C. T. Hall. | Quebec Parliament Bldg. Quebec, Q. | " 21 | 5 00 | Owen N. Evans. | " | " | " | |
| 666 | Thos. Lytle. | Peterboro, O. | " 22 | 7 50 | Wm. Macksey | Lindsay, O. | " | " | |
| 667 | Eugene Rivard. | Ottawa, O. | " 22 | 2 00 | Mlle Yvonne Rivard | Montreal, Q. | " | " | |
| 668 | Mlle C. Laberge. | Montreal, Q. | " 22 | 1 00 | Juliette Mattou. | Ottawa, O. | " | " | |
| 669 | Capt. C. A. Goering. | Sechet, B.C. | " 22 | 8 00 | Mrs. Goering. | Victoria, B.C. | " | " | |
| 670 | Jas. Robinson. | Marysville, N.B. | " 22 | 10 00 | Mrs. E. D. Mitchell | Toronto, O. | " | " | |
| 671 | M. H. Myers. | Winnipeg, M. | " 23 | 5 00 | Miss Zeta Myers. | Westmount, Q. | " | " | |
| 672 | Dr. J. T. Munro. | Maxville, O. | " 26 | 5 00 | Miss Olive Munro. | Ottawa, O. | " | " | |
| 673 | P. M. Lorrainville. | Lorrainville, Q. | " 26 | 5 00 | Postmaster. | " | " | " | |
| 674 | Mrs. D. Morrison. | Glen Robertson, O. | " 26 | 2 00 | Mrs. W. H. Taylor. | " | " | " | |
| 675 | T. H. Anstin. | Montreal, Q. | " 27 | 5 00 | Miss Ann Corter. | Montreal, Q. | " | " | |
| 676 | Mrs. A. L. Gilman. | Covansville, Q. | " 27 | 1 00 | T. Eaton Co. | Toronto, O. | " | " | |
| 677 | Geo. McCallum. | Madolin, O. | " 27 | 1 50 | Sayer Medicine Co. | Montreal, Q. | " | " | |
| 678 | Postmaster. | Lorrainville, Q. | " 28 | 5 00 | Postmaster. | Ottawa, O. | " | " | |
| 679 | Duncan Bros. | Sandwich, B.C. | " 28 | 52 85 | J. H. Todd & Sons | Victoria, B.C. | " | " | |
| 680 | W. Underwood. | Orillia, O. | " 28 | 8 00 | Mrs. W. Underwood. | Port Colborne, O. | " | " | |
| 681 | Miss Margaret Shaw. | Niagara Falls South, O. | " 29 | 5 00 | Miss A. B. Shaw. | Kingston, O. | " | " | |
| 682 | Miss McGillivray. | Westmount, Q. | " 29 | 1 00 | Star Advertising Dept. | Montreal, Q. | " | " | |

| | | | | | | | | | | |
|-----|----------------|------------------|---|------|-------|-------------------------|-------------|---|---|---|
| 683 | Mr. R. Moore | Prekeving, O. | " | 30 | 2 25 | Miss Jessie Moore, | Toronto, O. | " | " | " |
| 684 | H. C. Barber | Port Perry, O. | " | 30 | 25 00 | Geo. Goodhand, | Barlem, O. | " | " | " |
| 685 | Thos. Clouston | St. Romald d'El- | " | 31 | 0 25 | Convent of Pre- | Ontawa, O. | " | " | " |
| | | chemin. | | | | cius Blood, | | " | " | " |
| 686 | Harry Rogers | Embskallen, O. | " | 1 00 | | <i>Ontario Fall Cy-</i> | " | " | " | " |
| | | | | | | <i>Journal.</i> | | " | " | " |

RECAPITULATION.

Classification of Classes.

| | Registered. | Unregis- tered. |
|---|-------------|--------------------|
| 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. | | 651 |
| 2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended; causes of failure not discoverable. | 3 | |
| 3. Letters lost, embezzled or misdelivered in the Post Office; the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good. | 40 | 10 |
| 4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered. | 1 | 1 |
| 5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible. | | |
| 6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered. | | |
| 7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy. | 31 | 16 |
| 8. Letters stolen, or supposed to have been stolen, from the Post Office or mails en route, the contents of which (or a portion thereof) were recovered or made good. | 1 | |
| 9. Letters stolen from the Post Office, or mails en route, the contents of which were not recovered. | 5 | |
| 10. Letters accidentally destroyed in course of post. | 17 | 3 |
| 11. Still under consideration. | 11 | 2 |
| Totals | 115 | 686 |

R. M. COULTER,

Deputy Postmaster General.

Wm. SMITH,

Secretary.

APPENDIX I

TRANSACTIONS

OF THE

DEAD LETTER BRANCH

APPEN

CHIEF DEAD

STATEMENT of Letters received at the Dead Letter Branches in Canada, during the showing how such Letters

TABLE NO. 1.—Showing the Number of Letters of all

| Number received. | | | | |
|--|---------|---------|---------|-----------|
| DEAD LETTERS:— | | | | |
| Received from Great Britain (of these were registered 398) | 28,968 | | | |
| " United States (" 1,526) | 117,363 | | | |
| " France (" —) | 810 | | | |
| " Arg. Republic (" —) | 207 | | | |
| " Cuba (" 8) | 293 | | | |
| " Jamaica (" 3) | 96 | | | |
| " Mexico (" 16) | 454 | | | |
| " Newfoundland (" 3) | 683 | | | |
| " N. South Wales (" 14) | 217 | | | |
| " Other colonies and foreign countries (of these were registered.. 25) | 1,513 | | | |
| | 1,993 | 150,604 | | |
| Less—Registered, accounted for below | | 1,993 | | |
| Books, postal cards, &c., also returned | | 148,611 | | |
| | | 53,057 | | |
| | | | 201,668 | |
| Returned from post offices in Canada and classified as follows:— | | | | |
| Registered letters on hand June 30, 1906 | 790 | | | |
| " received during nine months ended March 31, 1907, including those of foreign origin | 13,337 | | | |
| | | 14,127 | | |
| Letters found to contain value and recorded, on hand June 30, 1906 | 412 | | | |
| Letters found to contain value and recorded, received during the nine months ended March 31, 1907 | 6,461 | | | |
| | | 6,873 | | |
| Ordinary dead letters received during nine months ended March 31, 1907 | | 597,950 | | 21,000 |
| Ordinary dead letters with printed address of senders | | 13,152 | | |
| " " official franks | | 2,843 | | |
| | | | 523,945 | |
| Returned dead letters, i.e., letters sent out from Dead Letter Branches and again returned unclaimed, for the nine months ended March 31, 1907 | | | | 36,016 |
| Dead samples received during the nine months ended March 31, 1907 | | | | 1,099 |
| Dead postal cards, parcels, books, &c., on hand June 30, 1906 | | 2,900 | | |
| Dead postal cards, parcels, books, &c., received during the nine months ended March 31, 1907 | | 594,737 | | |
| | | | 597,637 | |
| | | | | 1,381,365 |
| Carried forward | | | | 1,381,365 |

SESSIONAL PAPER No. 24

DIX I.

LETTER OFFICE.

Nine Months ended March 31, 1907, and of their contents, valuable or otherwise, have been disposed of.

kinds received, with the disposition made of them.

How disposed of.

DEAD LETTERS:—

| | | |
|---|---------|-----------|
| Returned to Great Britain, including all foreign letters not enumerated below (of these were registered, 4,561) | 119,118 | |
| Returned to United States (" " 562) | 84,066 | |
| " France (" " 258) | 3,179 | |
| " Arg. Republic (" " 338) | 2,065 | |
| " Cuba (" " 41) | 274 | |
| " Newfoundland (" " 10) | 2,114 | |
| " Chili (" " 50) | 359 | |
| " New Zealand (" " 12) | 513 | |
| " Uruguay (" " 44) | 285 | |
| " Other colonies and foreign countries (of these were registered, 189) | 399 | 214,282 |
| | 6,956 | |
| Books, postal cards, &c., of British and Foreign origin also returned | 85,519 | 299,801 |
| Registered letters returned to writers, including those of foreign origin | 12,438 | |
| Registered letters failed of delivery to writers, owing to refusal to re-ten, want of address, &c., found to be of no value and destroyed | 855 | |
| Registered letters in Dead Letter Branches awaiting claim | 834 | 14,12 |
| Letters found to contain value returned to writers | 6,474 | |
| " failed of delivery and found to be of no further value and destroyed | 48 | |
| " found to contain value, failed of delivery, in Dead Letter Branches awaiting claim | 351 | 6,873 |
| | | 21,000 |
| Ordinary dead letters returned to writers | 291,272 | |
| " with printed addresses, returned to senders | 13,152 | |
| " returned to government departments | 2,843 | |
| " without signatures or postmarks, accounts, &c., destroyed | 147,253 | |
| " in Dead Letter Branches on March 31, 1907 | 3,754 | 458,274 |
| Returned dead letters disposed of | | 36,016 |
| Dead samples forwarded or returned to senders | 725 | |
| " disposed of | 374 | 1,099 |
| Dead postal cards, parcels, books, &c., forwarded or returned to senders | 16,794 | |
| Dead postal cards, parcels, books, &c., disposed of | 544,567 | |
| " " remaining in Dead Letter Branches | 3,814 | 565,175 |
| | | 1,381,365 |
| Carried forward | | 1,381,365 |

APPENDIX

STATEMENT of Letters received at the Dead Letter Branches,

TABLE No. 1.—Showing the Number of Letters of all kinds

| Number received. | — | — | — | — |
|---|---------|---------|---------|-----------|
| Brought forward..... | | | | 1,381,365 |
| SPECIAL LETTERS, classified as follows:— | | | | |
| Registered letters on hand June 30, 1906..... | 248 | | | |
| Registered letters received for postage, better direction, &c., for nine months ended March 31, 1907..... | 7,800 | 8,048 | | |
| Letters found to contain value and recorded, on hand June 30, 1906..... | 303 | | | |
| Letters found to contain value and recorded, received for postage, better direction, &c., for nine months ended March 31, 1907..... | 6,900 | 7,203 | | |
| Ordinary letters received for postage on hand June 30, 1906 | 667 | | 15,251 | |
| Ordinary letters received for postage for nine months ended March 31, 1907..... | 36,501 | 37,168 | | |
| Ordinary letters received for better direction..... | | 64,920 | 102,088 | |
| Drop letters on hand on June 30, 1906..... | | 10 | | |
| Drop letters received for postage for nine months ended March 31, 1907..... | | 2,476 | 2,486 | |
| Letters for foreign countries on hand June 30, 1906..... | | 887 | | |
| Letters for foreign countries received as unpaid or short paid for nine months ended March 31, 1907..... | | 28,327 | 29,214 | |
| Post cards received for postage or better address on hand June 30, 1906..... | 1,746 | | | |
| Post cards received for postage or better direction for nine months ended March 31, 1907..... | 113,652 | 115,398 | | |
| Samples received for postage or better address for nine months ended March 31, 1907..... | | 317 | | |
| Parcels, books, &c., on hand June 30, 1906..... | 2,128 | | | |
| Parcels, books, &c., received for postage, better address, for nine months ended March 31, 1907..... | 58,498 | 60,626 | 176,341 | |
| Grand Total..... | | | | 325,380 |
| | | | | 1,706,745 |

SESSIONAL PAPER No. 24

I—Continued.

Canada, during the nine months ended March 31, 1907—Continued.

received, with the disposition made of them—Continued.

| How disposed of. | — | — | — | — |
|--|--------|---------|---------|-----------|
| Brought forward..... | | | | 1,381,365 |
| SPECIAL LETTERS :— | | | | |
| Registered letters returned to writers or forwarded to address..... | 7,621 | | | |
| Registered letters unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver..... | 127 | | | |
| Registered letters in Dead Letter Branches awaiting claim..... | 390 | | | |
| | | 8,048 | | |
| Letters found to contain value returned to writers or forwarded to address..... | 6,900 | | | |
| Letters found to contain value destroyed being of no further value..... | 78 | | | |
| Letters found to contain value in Dead Letter Branches awaiting claim..... | 225 | | | |
| | | 7,203 | | |
| | | | 15,251 | |
| Ordinary letters received for postage, returned or forwarded to address..... | 31,881 | | | |
| Ordinary letters destroyed in consequence of the inability of the Department to return or deliver..... | 4,608 | | | |
| Ordinary letters remaining in Dead Letter Branches..... | 979 | | | |
| | | 37,168 | | |
| Ordinary letters received for better address returned or forwarded..... | 53,085 | | | |
| Ordinary letters destroyed in consequence of inability of the Department to return or deliver..... | 11,835 | | | |
| | | 64,920 | | |
| Drop letters received for postage, returned or forwarded..... | 1,783 | | | |
| Drop letters received for postage, destroyed in consequence of the inability of Department to return or deliver..... | 690 | | | |
| Drop letters received for postage, remaining in Dead Letter Branches..... | 13 | | | |
| | | 2,486 | | |
| Letters for foreign countries returned or forwarded..... | 25,911 | | | |
| Letters for foreign countries destroyed in consequence of the inability of the Department to return or deliver..... | 3,637 | | | |
| Letters for foreign countries remaining in Dead Letter Branches..... | 566 | | | |
| | | 29,214 | | |
| Post cards returned or forwarded..... | 61,182 | | | |
| Post cards destroyed..... | 47,808 | | | |
| Post cards remaining in Dead Letter Branches..... | 6,408 | | | |
| | | 115,398 | | |
| Samples returned or forwarded..... | 228 | | | |
| Samples destroyed being of no value..... | 84 | | | |
| Samples remaining in Dead Letter Branches..... | 5 | | | |
| | | 317 | | |
| Books, parcels, &c., returned or forwarded..... | 15,736 | | | |
| Books, parcels, &c., destroyed being of no value..... | 42,441 | | | |
| Books, parcels, &c., remaining in Dead Letter Branches..... | 2,449 | | | |
| | | 60,626 | | |
| | | | 310,129 | |
| | | | | 325,380 |
| Grand Total..... | | | | 1,706,745 |

7-8 EDWARD VII., A. 1908

APPENDIX

SUM

STATEMENT of Letters received at the Dead Letter Branches,

TABLE No. 1.—Showing the Number of Letters of all kinds

| | |
|-------------------------------------|-----------|
| Letters on hand, June 30, 1907..... | 9,091 |
| Dead letters received..... | 1,378,263 |
| Special letters received..... | 319,391 |
| | 1,706,745 |

G. J. BINKS,

Superintendent

SESSIONAL PAPER No. 24

I—*Continued.*

M A R Y .

Canada, during the nine months ended March 31, 1907—*Concluded.*

 received, with the disposition made of them—*Concluded.*

| | |
|--------------------------------------|-----------|
| Dead letters disposed of | 1,372,612 |
| Special letters disposed of | 314,735 |
| Letters on hand, March 31, 1907..... | 19,398 |
| | <hr/> |
| | 1,706,745 |

R. M. COULTER,

Deputy Postmaster General.

7-8 EDWARD VII., A. 1908

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the nine months ended March 31, 1907, and the number remaining undelivered.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907 and now lying unclaimed in Dead Letter Offices. |
|--|--|--|---|--|
| | | \$ cts. | | |
| 3,900 | Money, including \$171.37 inclosed in letters under other heads..... | 15,692 56 | 3,615 | 285. |
| 32 | Bills of exchange..... | 8,659 84 | 30 | 2. |
| 1,796 | Cheques..... | 213,319 58 | 1,764 | 32 |
| 1 | Coupon..... | | 1 | |
| 348 | Drafts..... | 55,166 80 | 343 | 5 |
| 1 | Letter of credit..... | 603 88 | 1 | |
| 83 | Money orders (Bank)..... | 1,580 70 | 80 | 3 |
| 1,517 | Money orders (Express)..... | 20,661 00 | 1,479 | 38 |
| 1,799 | Money orders (Post Office)..... | 29,452 29 | 1,759 | 40 |
| 24 | Orders..... | 1,461 14 | 22 | 2 |
| 1,501 | Postal notes..... | 5,142 35 | 1,465 | 36 |
| 383 | Promissory notes..... | 75,519 72 | 376 | 7 |
| 720 | Receipts..... | 84,177 00 | 702 | 18 |
| 1 | Salary warrant..... | 6 45 | 1 | |
| 63 | Stock certificates..... | 12,656 00 | 63 | |
| 12 | Various certificates..... | | 12 | |
| 2 | Vouchers..... | 4 00 | 2 | |
| 4,561 | Registered letters sent to Dead Letter Office at London, England..... | | 4,561 | |
| 562 | Registered letters sent to Dead Letter Office at Washington..... | | 562 | |
| 933 | Registered letters sent to Dead Letter Offices of other countries..... | | 933 | |
| 2 | Abstracts..... | | 2 | |
| 1 | Accident insurance..... | | 1 | |
| 11 | Accounts..... | | 11 | |
| 1 | Actina..... | | 1 | |
| 13 | Affdavits..... | | 13 | |
| 34 | Agreements..... | | 34 | |
| 5 | Albums..... | | 5 | |
| 6 | " post card..... | | 6 | |
| 1 | " snapshot..... | | | 1 |
| 1 | Aluminum name plate..... | | 1 | |
| 1 | Amethyst..... | | 1 | |
| 1 | Antler..... | | 1 | |
| 1 | Application..... | | 1 | |
| 15 | Aprons..... | | 15 | |
| 1 | " Masonic..... | | 1 | |
| 1 | Armlet..... | | 1 | |
| 1 | Artificial flowers..... | | 1 | |
| 3 | Ash trays..... | | 3 | |
| 1 | Assessment roll..... | | 1 | |
| 2 | Baby jackets..... | | 2 | |
| 1 | " socks..... | | 1 | |
| 17 | Bags..... | | 17 | |
| 6 | " fancy..... | | 6 | |
| 3 | " hand..... | | 2 | 1 |
| 3 | " leather..... | | 1 | 2 |
| 3 | " wrist..... | | 2 | 1 |
| 2 | " laundry..... | | 2 | |
| 11 | Baggage checks..... | | 10 | 1 |
| 1 | Bandage..... | | 1 | |

SESSIONAL PAPER No. 24

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Offices. |
|--|------------------------|--|---|---|
| | | \$ | | |
| | | | | cts. |
| 1 | Bangle..... | | 1 | |
| 2 | Banners..... | | 2 | |
| 1 | Bark canoe..... | | 1 | |
| 6 | Baskets..... | | 5 | 1 |
| 33 | Beads..... | | 30 | 3 |
| 1 | " prayer..... | | 1 | |
| 3 | Beadwork..... | | 3 | |
| 1 | Bed-tick..... | | 1 | |
| 43 | Belts..... | | 39 | 4 |
| 7 | " buckles..... | | 7 | |
| 1 | " electric..... | | 1 | |
| 3 | " pins..... | | 3 | |
| 8 | Bibs..... | | 7 | 1 |
| 3 | Bibles..... | | 2 | 1 |
| 1 | Bill of sale..... | | 1 | |
| 1 | Birch bark..... | | 1 | |
| 2 | " " boxes..... | | 2 | |
| 1 | " " napkin ring..... | | 1 | |
| 1 | Bird..... | | 1 | |
| 1 | " skin..... | | 1 | |
| 1 | " eggs..... | | 1 | |
| 1 | Blanket..... | | 1 | |
| 46 | Blouses..... | | 43 | 3 |
| 2 | " lengths..... | | 2 | |
| 4 | " pins..... | | 4 | |
| 2 | " sets, coin..... | | 2 | |
| 1 | Bonnet, baby..... | | 1 | |
| 2 | Bonds..... | | 2 | |
| 113 | Books..... | | 101 | 12 |
| 26 | " bank..... | | 24 | 2 |
| 7 | " cheque..... | | 7 | |
| 1 | " for the blind..... | | 1 | |
| 6 | " insurance..... | | 6 | |
| 1 | " label..... | | 1 | |
| 1 | " mileage..... | | 1 | |
| 3 | " of needles..... | | 3 | |
| 3 | " note..... | | 2 | 1 |
| 2 | " picture..... | | 2 | |
| 5 | " prayer..... | | 5 | |
| 1 | " railway tickets..... | | 1 | |
| 56 | " receipt..... | | 56 | |
| 1 | " song..... | | 1 | 1 |
| 1 | " stamp..... | | 1 | |
| 1 | " stock..... | | 1 | |
| 1 | " subscription..... | | 1 | |
| 17 | " of views..... | | 17 | |
| 3 | Book covers..... | | 3 | |
| 1 | " marker..... | | 1 | |
| 8 | Booties..... | | 8 | |
| 1 | Boots, rubber..... | | 1 | |
| 126 | " fur lined..... | | 121 | 5 |
| 1 | Bottles..... | | 4 | |
| 4 | " of whiskey..... | | 3 | |
| 1 | Box ebony..... | | 1 | |
| 1 | " matches..... | | 1 | |

7-8 EDWARD VII., A. 1908

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|--------------------------|--|---|--|
| | | & cts. | | |
| 1 | Box paint..... | | 1 | |
| 1 | " velvet..... | | 1 | |
| 14 | Bracelets..... | | 14 | |
| 7 | Braces..... | | 7 | |
| 2 | Braid..... | | 2 | |
| 1 | Brass kettle..... | | 1 | |
| | " vases..... | | 1 | |
| 205 | Brooches..... | | 197 | 8 |
| 2 | " amethyst..... | | 2 | |
| 1 | " hand painted..... | | 1 | |
| 1 | " pearl..... | | 1 | |
| 16 | Brushes..... | | 15 | 1 |
| 1 | Brushes, tooth..... | | 1 | |
| 4 | Buckles..... | | 4 | |
| 11 | Bulbs..... | | 10 | 1 |
| 3 | Butter..... | | 2 | 1 |
| 1 | Buttons..... | | 1 | |
| 1 | " hook..... | | 1 | |
| 1 | " bag..... | | 1 | |
| 1 | By-law..... | | 1 | |
| 1 | Cabinet..... | | 1 | |
| 127 | Cake..... | | 103 | 24 |
| 7 | " wedding..... | | 7 | |
| 24 | Calendars..... | | 24 | |
| 5 | Cameras..... | | 4 | 1 |
| 3 | Cancelled stamps..... | | 2 | 1 |
| 2 | Candles..... | | 2 | |
| 1 | Candlestick..... | | 1 | |
| 59 | Candy..... | | 54 | 5 |
| 1 | Can of salmon..... | | 1 | |
| 1 | Canvas..... | | 1 | |
| 2 | Capes..... | | 2 | |
| 1 | " fur..... | | 1 | |
| 23 | Cards..... | | 20 | 3 |
| 30 | " playing..... | | 30 | |
| 1 | " Xmas..... | | 1 | |
| 1 | " visiting..... | | 1 | |
| 1 | " withdrawal..... | | 1 | |
| 2 | Card cases..... | | 2 | |
| 1 | " tray..... | | 1 | |
| 1 | Carriage robe..... | | 1 | |
| 2 | Cases, cigar..... | | 2 | |
| 3 | " needles..... | | 2 | 1 |
| 1 | " toilet articles..... | | 1 | |
| 1 | Cartridges (Kodak)..... | | 1 | |
| 8 | Catalogues..... | | 5 | 3 |
| 1 | Celluloid..... | | 1 | |
| 28 | Centre pieces..... | | 26 | 2 |
| 1 | " Battenburg..... | | 1 | |
| 31 | Certificates..... | | 31 | |
| 1 | " A. F. & M..... | | 1 | |
| 1 | " A. O. U. W..... | | 1 | |
| 1 | " Arts (University)..... | | 1 | |
| 1 | " asylum..... | | 1 | |
| 9 | " baptism..... | | 9 | |
| 2 | " benefit..... | | 2 | |

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the Nine Months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the Nine Months ended March 31, 1907. | No. of Letters delivered of those received during the Nine Months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|-------------------------|--|---|--|
| | | % | | |
| | | etc. | | |
| 1 | Certificates, birth | | 1 | |
| 1 | " bond | | 1 | |
| 1 | " breed | | 1 | |
| 1 | " bricklayers | | 1 | |
| 8 | " church membership | | 8 | |
| 1 | " clearance | | 1 | |
| 2 | " commercial travellers | | 2 | |
| 1 | " contractors | | 1 | |
| 4 | " C. O. F. | | 4 | |
| 3 | " death | | 3 | |
| 1 | " deposit | | 1 | |
| 6 | " discharge | | 6 | |
| 2 | " " seamen | | 2 | |
| 1 | " doctors | | 1 | |
| 1 | " endowment | | 1 | |
| 5 | " engineers | | 5 | |
| 2 | " high school | | 2 | |
| 1 | " Holy orders | | 1 | |
| 1 | " homestead | | 1 | |
| 1 | " identify | | 1 | |
| 7 | " I. O. F. | | 6 | 1 |
| 2 | " I. O. O. F. | | 2 | |
| 2 | " insurance | | 2 | |
| 1 | " Labor Union | | 1 | |
| 22 | " land titles | | 22 | |
| 1 | " Law Society | | 1 | |
| 1 | " loan | | 1 | |
| 3 | " L. O. L. | | 3 | |
| 12 | " marriage | | 12 | |
| 1 | " Masonic | | 1 | |
| 1 | " medical | | 1 | |
| 1 | " membership | | 1 | |
| 1 | " military institution | | 1 | |
| 1 | " mining | | 1 | |
| 1 | " Mystic Shrine | | 1 | |
| 3 | " naturalization | | 3 | |
| 7 | " Orange | | 7 | |
| 2 | " passage | | 2 | |
| 1 | " pedigree | | 1 | |
| 1 | " professional | | 1 | |
| 1 | " Royal Arch Mason | | 1 | |
| 1 | " Royal Black Knights | | 1 | |
| 1 | " Royal Naval Reserve | | 1 | |
| 1 | " steamship | | 1 | |
| 12 | " stock | | 10 | 2 |
| 1 | " service | | 1 | |
| 6 | " teachers | | 6 | |
| 4 | " title | | 4 | |
| 1 | Chain | | 1 | |
| 1 | " alspice beads | | 1 | |
| 6 | Charms | | 6 | |
| 2 | Chest protectors | | 1 | 1 |
| 1 | Child's dress | | 1 | |
| 1 | China, painted | | 1 | |
| 1 | " cup | | 1 | |
| 1 | " mug | | 1 | |

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APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|---------------------------|--|---|--|
| | | \$ cts. | | |
| 6 | China tea trays..... | | 6 | |
| 5 | Chocolates..... | | 3 | 2 |
| 12 | " eggs..... | | 12 | |
| 12 | Cigars..... | | 12 | |
| 1 | " box..... | | | 1 |
| 3 | " cases..... | | 3 | |
| 51 | Cigarettes..... | | 30 | 21 |
| 3 | " cases..... | | 3 | |
| 1 | Circular..... | | 1 | |
| 4 | Clocks..... | | 4 | |
| 1 | Clock works..... | | 1 | |
| 1 | Clog..... | | 1 | |
| 14 | Cloth..... | | 9 | 5 |
| 128 | Clothing..... | | 125 | 3 |
| 20 | " child's..... | | 19 | 1 |
| 8 | " lady..... | | 7 | 1 |
| 4 | " man..... | | 4 | |
| 1 | Coats..... | | 1 | |
| 1 | " beaver..... | | 1 | |
| 12 | " flannel..... | | 1 | 1 |
| 1 | " frock..... | | | 1 |
| 1 | " fur..... | | 1 | |
| 1 | " waist..... | | | 1 |
| 1 | Cob of corn..... | | 1 | |
| 5 | Coins..... | | 5 | |
| 1 | Coin for advertising..... | | | 1 |
| 48 | Collars..... | | 45 | 3 |
| 20 | " fancy..... | | 20 | |
| 1 | " flannel..... | | | 1 |
| 5 | " fur..... | | 5 | |
| 3 | " lace..... | | 3 | |
| 1 | " pins..... | | 1 | |
| 8 | Combs..... | | 8 | |
| 5 | " fancy..... | | 5 | |
| 1 | Comforter..... | | 1 | |
| 7 | Commercial papers..... | | 7 | |
| 12 | Compass..... | | 2 | |
| 1 | Companions, Lady..... | | 1 | |
| 8 | Confectionery..... | | 8 | |
| 7 | Contracts..... | | 7 | |
| 1 | Conveyance..... | | 1 | |
| 1 | Cornplaster..... | | 1 | |
| 4 | Corsets..... | | 4 | |
| 1 | " cover..... | | 1 | |
| 1 | " yoke..... | | 1 | |
| 4 | Cotton goods..... | | 3 | 1 |
| 2 | Cosey..... | | 1 | 1 |
| 1 | Court paper..... | | 1 | |
| 16 | Covers, table..... | | 16 | |
| 1 | Cross..... | | 1 | |
| 1 | Crown grant..... | | 1 | |
| 7 | Crucifixes..... | | 6 | 1 |
| 1 | Cricket ball..... | | | 1 |
| 1 | Cruet..... | | 1 | |
| 1 | Cuffs..... | | 1 | |
| | " buttons..... | | 1 | |

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money for other inclosers of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|---------------------|--|---|--|
| | | \$ cts. | | |
| 4 | Cuffs, links | | 4 | |
| 1 | " protectors | | 1 | |
| 1 | Cup, glass | | 1 | |
| 2 | Cushions | | 2 | |
| 135 | " covers | | 133 | 2 |
| 2 | " pins | | 2 | |
| 1 | Cutlery | | 1 | |
| 1 | Cycle inflector | | 1 | |
| 5 | Declarations | | 5 | |
| 31 | Deeds | | 31 | |
| 1 | " quit claim | | 1 | |
| 1 | Diamond | | 1 | |
| 1 | " for glass cutting | | 1 | |
| 4 | Diaries | | 4 | |
| 1 | Die | | 1 | |
| 1 | Diploma | | 1 | |
| 2 | Discharges | | 2 | |
| 1 | " of mortgage | | 1 | |
| 1 | " seamen | | 1 | |
| 1 | Dishes | | 1 | |
| 1 | " butter | | 1 | |
| 115 | Doilies | | 115 | |
| 23 | Dolls | | 22 | 1 |
| 1 | " clothes | | 1 | |
| 6 | Drapes | | 6 | |
| 6 | Drawers | | 4 | 2 |
| 1 | Drawing slate | | | 1 |
| 8 | Dresses | | 8 | |
| 5 | " child's | | 5 | |
| 20 | " goods | | 19 | 1 |
| 1 | " waist | | 1 | |
| 12 | Dressing cases | | 12 | |
| 1 | " sacque | | 1 | |
| 4 | Drugs | | 4 | |
| 1 | Drum stick | | 1 | |
| 1 | Dry plate | | 1 | |
| 1 | Dulse | | 1 | |
| 1 | Dye | | 1 | |
| 1 | Earring | | 1 | |
| 1 | Easter egg | | 1 | |
| 1 | " novelties | | 1 | |
| 6 | Electro plates | | 6 | |
| 3 | Electrotypes | | 3 | |
| 1 | Embroidery | | 1 | |
| 1 | Enamel brooches | | 1 | |
| 1 | " pins | | 1 | |
| 10 | Eye glasses | | 10 | |
| 98 | Fancy articles | | 92 | 6 |
| 4 | " bags | | 4 | |
| 5 | " works | | 5 | |
| 8 | Fans | | 7 | 1 |
| 2 | " feather | | 2 | |
| 4 | Fascinators | | 4 | |
| 10 | Feathers | | 10 | |
| 2 | " ostrich | | 2 | |
| 1 | Fife | | 1 | |

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APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|---------------------------|--|------|---|--|
| | | £ | cts. | | |
| 11 | Films..... | | | 10 | 1 |
| 1 | Fish..... | | | 1 | |
| 2 | " tackle..... | | | 2 | |
| 3 | Flannel..... | | | 3 | |
| 1 | Flannelette..... | | | 1 | |
| 2 | Flour (samples of)..... | | | 2 | |
| 8 | Flowers..... | | | 7 | 1 |
| 1 | Flute..... | | | 1 | |
| 1 | Foot ball..... | | | 1 | |
| 14 | Fountain pens..... | | | 14 | |
| 1 | Eret saw..... | | | 1 | |
| 1 | Frilling..... | | | 1 | |
| 10 | Furs..... | | | 10 | |
| 2 | Fur caps..... | | | 2 | |
| 1 | " collar..... | | | 1 | |
| 2 | " gamutlets..... | | | 2 | |
| 34 | Furs, raw..... | | | 33 | 1 |
| 2 | Gaiters..... | | | 2 | |
| 10 | Garters..... | | | 9 | 1 |
| 1 | Gas burner..... | | | 1 | |
| 3 | Gauntlets..... | | | 3 | |
| 2 | Girdles..... | | | 2 | |
| 1 | Glass bottle..... | | | 1 | |
| 2 | " eyes..... | | | 2 | |
| 2 | " and liquid..... | | | 2 | |
| 1 | " jug..... | | | 1 | |
| 1 | " knife rest..... | | | 1 | |
| 1 | " ornament..... | | | 1 | |
| 1 | " salt shaker..... | | | 1 | |
| 1 | " vase..... | | | 1 | |
| 60 | Gloves..... | | | 54 | 6 |
| 1 | " boxing..... | | | 1 | |
| 4 | " buckskin..... | | | 4 | |
| 1 | " fur lined..... | | | 1 | |
| 14 | " kid..... | | | 14 | |
| 2 | " leather..... | | | 2 | |
| 1 | Gold bar..... | | | 1 | |
| 1 | " bead..... | | | | 1 |
| 26 | " brackets..... | | | 23 | 3 |
| 61 | " brooches..... | | | 57 | 4 |
| 28 | " chains..... | | | 28 | |
| 1 | " chain and heart..... | | | 1 | |
| 1 | " charms..... | | | 1 | |
| 3 | " crosses..... | | | 2 | 1 |
| 1 | " crescent and pearl..... | | | 1 | |
| 10 | " cuff links..... | | | 7 | 3 |
| 1 | " dust..... | | | 1 | |
| 2 | " ear rings..... | | | 1 | 1 |
| 1 | " filling for teeth..... | | | 1 | |
| 1 | " hat pin..... | | | 1 | |
| 1 | " heart..... | | | 1 | |
| 52 | " lockets..... | | | 46 | 6 |
| 1 | " locket and chain..... | | | 1 | |
| 4 | " medals..... | | | 4 | |
| 14 | Gold nuggets..... | | | 13 | 1 |
| 2 | " pencils..... | | | 2 | |

SESSIONAL PAPER No. 24

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine-months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine-months ended March 31, 1907. | No. of Letters delivered of those received during the nine-months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|--------------------------------|--|---|--|
| | | &c. | | |
| 1 | Gold pendant | | 1 | |
| 5 | " pens | | 3 | 2 |
| 25 | " pins | | 24 | 1 |
| 3 | " pins set in pearls | | 2 | 1 |
| 1 | " rimmed eyeglass | | 1 | |
| 184 | " rings | | 160 | 24 |
| 4 | " " diamond | | 2 | 2 |
| 9 | " spectacles | | 7 | 2 |
| 5 | " studs | | 3 | 2 |
| 1 | " tooth | | 1 | 1 |
| 49 | " watches | | 43 | 6 |
| 4 | " watches and chains | | 4 | |
| 1 | Gong | | 1 | |
| 1 | Gramophone needles | | 1 | |
| 1 | Grant placer mining | | 1 | |
| 5 | Gum | | 4 | 1 |
| 1 | Hair | | 1 | |
| 1 | " brush | | 1 | |
| 2 | " lotions | | 2 | |
| 2 | " receiver | | 2 | |
| 3 | " switches | | 3 | |
| 4 | Hand bags | | 4 | |
| 134 | Handkerchiefs | | 124 | 10 |
| 9 | " cases | | 9 | |
| 1 | " lace | | 1 | |
| 27 | " silk | | 22 | 5 |
| 4 | Hats | | 2 | 2 |
| 9 | " pins | | 9 | |
| 1 | Hazel nuts | | 1 | |
| 5 | Heather | | 3 | 2 |
| 1 | Herbs | | 1 | |
| 6 | Homestead receipts | | 5 | 1 |
| 1 | Hood | | 1 | |
| 1 | Horn | | 1 | |
| 1 | Illuminated address | | 1 | |
| 3 | Indentures | | 3 | |
| 1 | Indian basket | | 1 | |
| 29 | " curios | | 29 | |
| 1 | " spoon | | 1 | |
| 2 | Inhalers | | 2 | |
| 1 | Ink | | 1 | |
| 1 | Insurance paper | | 1 | |
| 123 | " policies | | 123 | |
| 2 | Interim receipts | | 2 | |
| 2 | Invoices | | 2 | |
| 7 | Jackets | | 6 | 1 |
| 6 | " baby | | 6 | |
| 1 | " cardigan | | 1 | |
| 1 | Jackknife | | 1 | |
| 1 | Jam | | 1 | |
| 4 | Japanese toys | | 4 | |
| 3 | Jars, China | | 3 | |
| 2 | Jelly powders | | 2 | |
| 5 | Jersey | | 5 | |
| 2 | Jewel cases | | 2 | |
| 1 | " packet | | 1 | |

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|------------------------|--|---|--|
| | | \$ cts. | | |
| 60 | Jewellery, common | | 59 | 1 |
| 1 | Jug | | 1 | |
| 12 | Keys | | 12 | |
| 2 | " rucks | | 2 | |
| 3 | Kimonas | | 2 | |
| 20 | Knives | | 19 | 1 |
| 1 | " butter | | 1 | |
| 1 | " paper | | 1 | |
| 3 | Kodak films | | 3 | |
| 7 | Lace | | 5 | 2 |
| 1 | " cap | | 1 | |
| 1 | " knitted | | 1 | |
| 1 | " patterns | | 1 | |
| 5 | " ties | | 5 | |
| 1 | Lamp | | | 1 |
| 1 | Land grant | | 1 | |
| 1 | Lathe | | 1 | |
| 1 | Leaflet | | | 1 |
| 5 | Leases | | 5 | |
| 3 | Leather bags | | 3 | |
| 1 | " leggings | | 1 | |
| 2 | " paper racks | | 2 | |
| 2 | " pouches | | 2 | |
| 66 | Legal papers | | 66 | |
| 1 | Leg form | | 1 | |
| 3 | Leggings | | 2 | 1 |
| 1 | Lens | | 1 | |
| 1 | Letter opener | | 1 | |
| 1 | " of administration | | 1 | |
| 1 | License for auctioneer | | 1 | |
| 2 | " fishery | | 2 | |
| 1 | " pedlar | | 1 | |
| 1 | " timber | | 1 | |
| 3 | " tobacco | | 3 | |
| 1 | " truck | | 1 | |
| 3 | Linen | | 3 | |
| 1 | Liniment | | 1 | |
| 4 | Liquids | | 3 | 1 |
| 1 | Lithograph | | 1 | |
| 10 | Machinery | | 9 | 1 |
| 2 | Magazines | | 2 | |
| 4 | Manicure sets | | 4 | |
| 5 | Manuscripts | | 4 | 1 |
| 2 | Maps | | 2 | |
| 1 | Maple sugar | | 1 | |
| 2 | " syrup | | 2 | |
| 10 | Match safes | | 10 | |
| 11 | Mats | | 11 | |
| 2 | " burnt leather | | 2 | |
| 1 | " sweet grass | | 1 | |
| 1 | " table | | 1 | |
| 4 | " toilet | | 4 | |
| 1 | Meat | | 1 | |
| 9 | Medals | | 7 | 2 |
| 53 | Medicine | | 48 | 5 |
| 2 | Memo books | | 2 | |

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|-------------------------|--|---|--|
| 4 | Merchandise..... | \$ | 4 | |
| 3 | Metal castings..... | 3 | 3 | |
| 12 | " fixtures..... | 2 | 2 | |
| 5 | Mileage tickets..... | 4 | 4 | 1 |
| 1 | Military busby..... | 1 | 1 | |
| 1 | " plume..... | 1 | 1 | |
| 1 | Milkweed pad..... | 1 | 1 | |
| 3 | Mince pies..... | 1 | 1 | 2 |
| 3 | Mirrors..... | 3 | 3 | |
| 7 | Mittens..... | 1 | 1 | |
| 3 | Mitts..... | 2 | 2 | 1 |
| 1 | " buckskin..... | 1 | 1 | |
| 3 | " kid..... | 2 | 2 | 1 |
| 80 | Moccasins..... | 75 | 75 | 5 |
| 1 | Moose horn..... | 1 | 1 | |
| 19 | Mortgages..... | 19 | 19 | |
| 2 | " discharges..... | 2 | 2 | |
| 1 | Moss..... | 1 | 1 | |
| 2 | Mouth organs..... | 2 | 2 | |
| 6 | Municipal returns..... | 6 | 6 | |
| 1 | Music..... | 1 | 1 | |
| 1 | " book..... | 1 | 1 | |
| 2 | " cases..... | 2 | 2 | |
| 2 | Muslin..... | 2 | 2 | |
| 12 | " apron..... | 2 | 2 | |
| 1 | " dress..... | 1 | 1 | |
| 1 | Nail file..... | 1 | 1 | |
| 1 | " polisher..... | 1 | 1 | |
| 7 | Napkin rings..... | 7 | 7 | |
| 13 | Necklaces..... | 13 | 13 | |
| 1 | " bead..... | 1 | 1 | |
| 36 | Neckties..... | 33 | 33 | 3 |
| 2 | Needle cases..... | 2 | 2 | |
| 6 | Newspapers..... | 5 | 5 | 1 |
| 5 | Night dresses..... | 3 | 3 | 2 |
| 1 | " satchel..... | 1 | 1 | |
| 1 | Nose glasses..... | 1 | 1 | |
| 5 | Note paper..... | 5 | 5 | |
| 17 | Notices..... | 16 | 16 | 1 |
| 1 | Oath of allegiance..... | 1 | 1 | |
| 1 | Oddfellows' pin..... | 1 | 1 | |
| 1 | Oil cloth..... | 1 | 1 | |
| 4 | Ointment..... | 4 | 4 | |
| 4 | Old letters..... | 4 | 4 | |
| 8 | " stamps..... | 8 | 8 | |
| 1 | " opera cloak..... | 1 | 1 | |
| 2 | " glasses..... | 2 | 2 | |
| 1 | Organ spring..... | 1 | 1 | |
| 17 | Ore samples..... | 15 | 15 | 2 |
| 1 | Option..... | 1 | 1 | |
| 1 | Overcoat..... | 1 | 1 | |
| 1 | Paddle..... | 1 | 1 | |
| 1 | Paint tube..... | 1 | 1 | |
| 15 | Pamphlets..... | 14 | 14 | 1 |
| 1 | Paper knife..... | 1 | 1 | |
| 3 | table napkins..... | 3 | 3 | |

APPENDIX I—Continued.

TABLE NO. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine-months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | | No. of Letters delivered of those received during the nine-months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|-------------------------------|--|------|---|--|
| | | ₹ | cts. | | |
| 1 | Paper weight..... | | | 1 | |
| 116 | Pass books..... | | | 112 | 4 |
| 4 | " A.O.U.W..... | | | 4 | |
| 4 | " C.O.C.F..... | | | 4 | |
| 1 | " I.O.F..... | | | 1 | |
| 1 | " O.C.H.F..... | | | 1 | |
| 57 | " bank savings..... | | | 54 | 3 |
| 1 | " Sons of England..... | | | 1 | |
| 1 | " " Scotland..... | | | 1 | |
| 1 | " " Woodmen of the World..... | | | 1 | |
| 9 | Passes..... | | | 8 | 1 |
| 39 | " railway..... | | | 37 | 2 |
| 8 | Passports..... | | | 6 | 2 |
| 1 | Pastry mold..... | | | | 1 |
| 3 | Patterns..... | | | 3 | |
| 1 | Patent..... | | | 1 | |
| 4 | Pawn tickets..... | | | 3 | 1 |
| 2 | Peanuts..... | | | 2 | |
| 1 | Pearl beads..... | | | 1 | |
| 7 | " pins..... | | | 7 | |
| 1 | " paper knife..... | | | 1 | |
| 2 | Pedigrees..... | | | 2 | |
| 3 | Pencils..... | | | 3 | |
| 2 | " cases..... | | | 2 | |
| 17 | Pens..... | | | 16 | 1 |
| 8 | " fountain..... | | | 8 | |
| 1 | " wiper..... | | | 1 | |
| 11 | Perfume..... | | | 11 | |
| 6 | Peanuts..... | | | 6 | |
| 1 | Phantoscope..... | | | | 1 |
| 407 | Photographs..... | | | 384 | 23 |
| 1 | " album..... | | | 1 | |
| 1 | " brooch..... | | | | 1 |
| 2 | " cases..... | | | 1 | 1 |
| 3 | " films..... | | | 3 | |
| 27 | " frames..... | | | 26 | 1 |
| 3 | " mounted..... | | | 3 | |
| 1 | " negative..... | | | 1 | |
| 1 | " paper..... | | | | 1 |
| 5 | Pictures..... | | | 5 | |
| 1 | " card..... | | | 1 | |
| 1 | Pillow case..... | | | 1 | |
| 4 | " shams..... | | | 4 | |
| 1 | Pickwick plates (12)..... | | | 1 | |
| 1 | Pie knife..... | | | 1 | |
| 7 | Pills..... | | | 7 | |
| 1 | Pinafore..... | | | 1 | |
| 19 | Pins..... | | | 14 | 5 |
| 3 | " blouses..... | | | 3 | |
| 2 | " celluloid..... | | | 2 | |
| 17 | " cushions..... | | | 15 | 2 |
| 10 | " tie..... | | | 10 | |
| 3 | " trays..... | | | 3 | |
| 45 | Pipes..... | | | 42 | 3 |
| 8 | " holders..... | | | 6 | 2 |
| 1 | " cleaner..... | | | 1 | |

SESSIONAL PAPER No. 24

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine-months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|-------------------------------------|--|---|--|
| | | % cts. | | |
| 1 | Pipe rack | | 1 | |
| 1 | " tray..... | | 1 | |
| 1 | " stem..... | | 1 | |
| 3 | Plans..... | | 3 | |
| 3 | Plants..... | | 3 | |
| 1 | Plated work..... | | 1 | |
| 1 | Plate (camera)..... | | 1 | |
| 2 | Plasters..... | | 2 | |
| 1 | Platinum seraps..... | | 1 | |
| 2 | Plum puddings..... | | 1 | 1 |
| 7 | Pocket books..... | | 6 | 1 |
| 1 | " knife..... | | 1 | |
| 5 | Policies, accident..... | | 5 | |
| 9 | " fire..... | | 9 | |
| 8 | " life..... | | 8 | |
| 1 | Poplar bark..... | | 1 | |
| 1 | Postage stamps..... | | 1 | |
| 1 | " " used..... | | 1 | |
| 28 | Post cards..... | | 27 | 1 |
| 12 | " " pictorial..... | | 10 | 2 |
| 1 | Poster..... | | 1 | |
| 2 | Powder..... | | 2 | |
| 1 | " box..... | | 1 | |
| 12 | Power of attorney..... | | 12 | |
| 2 | Prayer books..... | | 1 | 1 |
| 1 | Pre-emption record..... | | 1 | |
| 1 | Premium..... | | 1 | |
| 14 | Printed matter..... | | 14 | |
| 1 | Probate of will..... | | 1 | |
| 21 | Puddings..... | | 6 | 15 |
| 1 | Pump, nickel..... | | 1 | |
| 88 | Purses..... | | 81 | 7 |
| 1 | " beaded..... | | 1 | |
| 2 | " shell..... | | 2 | |
| 1 | Quilt..... | | 1 | |
| 1 | Raincoat, silk..... | | 1 | |
| 17 | Razors..... | | 17 | |
| 1 | Razor strop..... | | 1 | |
| 1 | Receipts of registered letters..... | | 1 | |
| 7 | " " books, A.O.U.W..... | | 7 | |
| 2 | " " I.O.F..... | | 1 | 1 |
| 2 | " " life insurance..... | | 2 | |
| 2 | " " premiums..... | | 1 | 1 |
| 3 | Recommends..... | | 2 | 1 |
| 3 | Registered letters..... | | 3 | |
| 14 | Ribbons..... | | 14 | |
| 7 | Rings..... | | 7 | |
| 6 | " diamond..... | | 6 | |
| 2 | " emerald..... | | 1 | 1 |
| 3 | " opal..... | | 2 | 1 |
| 1 | " pearl..... | | 1 | |
| 1 | " plated..... | | 1 | |
| 1 | Rosary..... | | 1 | |
| 4 | Rubbers..... | | 4 | |
| 1 | " boots..... | | 1 | |
| 1 | " goods..... | | 1 | |

APPENDIX I—Continued,

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|---------------------------|--|---|--|
| | | % cts. | | |
| 1 | Rubber heels..... | | 1 | |
| 2 | " stamps..... | | 2 | |
| 12 | Ruffs..... | | 12 | |
| 12 | " fur..... | | 12 | |
| 1 | Russian coin..... | | | 1 |
| 1 | Satchel, fur..... | | 1 | |
| 3 | Satchets..... | | 3 | |
| 2 | Salt cellars..... | | 2 | |
| 1 | " shaker..... | | 1 | |
| 1 | Salves..... | | 1 | |
| 1 | Sample of tobacco..... | | 1 | |
| 1 | " wood..... | | 1 | |
| 1 | Sausage..... | | 1 | |
| 1 | Saw set..... | | 1 | |
| 4 | Scapulars..... | | 3 | 1 |
| 6 | Scarfs..... | | 6 | |
| 2 | " lace..... | | 2 | |
| 10 | " silk..... | | 9 | 1 |
| 5 | Scissors..... | | 5 | |
| 1 | Scrap book..... | | 1 | |
| 1 | Seal, silver..... | | 1 | |
| 23 | Seeds..... | | 21 | 2 |
| 2 | Sewing machine parts..... | | 2 | |
| 1 | Sewing set..... | | 1 | |
| 2 | Shaving pads..... | | 2 | |
| 43 | Shawls..... | | 41 | 2 |
| 1 | Sheep shears..... | | 1 | |
| 1 | Shell..... | | 1 | |
| 16 | Shirts..... | | 14 | 2 |
| 2 | " flannel..... | | 2 | |
| 5 | Shoes..... | | 5 | |
| 4 | " blacking..... | | 4 | |
| 2 | Short bread..... | | 2 | |
| 1 | Shoulder brace..... | | 1 | |
| 2 | Shuttles..... | | 2 | |
| 12 | Silk..... | | 11 | 1 |
| 3 | " bags..... | | 3 | |
| 2 | " belts..... | | 2 | |
| 11 | " blouses..... | | 11 | |
| 1 | " length..... | | 1 | |
| 1 | " boa..... | | 1 | |
| 1 | " box..... | | 1 | |
| 6 | " drapes..... | | 6 | |
| 1 | " dress..... | | 1 | |
| 1 | " for child..... | | 1 | |
| 1 | " glove..... | | 1 | |
| 60 | handkerchiefs..... | | 56 | 4 |
| 1 | mitts..... | | 1 | |
| 1 | Silk sash..... | | 1 | |
| 14 | " scarfs..... | | 13 | 1 |
| 12 | " shawls..... | | 11 | 1 |
| 1 | " shirt..... | | 1 | |
| 1 | " stocks..... | | 1 | |
| 3 | " table covers..... | | 3 | |
| 4 | " ties..... | | 4 | |
| 1 | " waist..... | | 1 | |

APPNDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of these received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|------------------------------------|--|---|--|
| | | &c. etc. | | |
| 1 | Silver basin | | 1 | |
| 3 | " blouse sets | | 3 | |
| 1 | " bowl | | 1 | |
| 1 | " bracelet, child's | | 1 | |
| 1 | " " watch | | 1 | |
| 25 | " brooches | | 24 | 1 |
| 3 | " " enamelled | | 3 | 1 |
| 3 | " buckles | | 3 | |
| 4 | " chains | | 3 | 1 |
| 2 | " " watch | | 2 | |
| 1 | " charm | | 1 | |
| 2 | " cuff links | | 2 | |
| 1 | " cup | | 1 | |
| 2 | " forks | | | 2 |
| 5 | " goods | | 5 | |
| 6 | " hat pins | | 6 | |
| 4 | " knives | | 3 | 1 |
| 6 | " maple leaves | | 6 | |
| 5 | " match boxes | | 4 | 1 |
| 5 | " medals | | 5 | |
| 1 | " mounted flask | | 1 | |
| 2 | " mugs | | 2 | |
| 2 | " napkin rings | | 2 | |
| 2 | " ornaments | | 2 | |
| 1 | " pendant | | 1 | |
| 2 | " pens | | 2 | |
| 2 | " pencils | | 2 | |
| 2 | " " holders | | 2 | |
| 1 | " rosette | | 1 | |
| 1 | " salt and pepper shaker | | 1 | |
| 2 | " scissors | | 2 | |
| 1 | " sleeve link | | 1 | |
| 24 | " spoons | | 20 | 4 |
| 3 | " " baby | | 2 | 1 |
| 4 | " " berry | | 3 | 1 |
| 7 | " souvenir | | 6 | 1 |
| 8 | " stick pins | | 8 | |
| 2 | " sugar shells | | 2 | |
| 1 | " tag | | 1 | |
| 7 | " thimbles | | 6 | 1 |
| 108 | " watches | | 108 | 5 |
| 1 | " whistle | | 1 | |
| 1 | " workbox | | 1 | |
| 1 | Skates | | 1 | |
| 1 | Skin | | 1 | |
| 3 | " badger | | 3 | |
| 1 | " coon | | 1 | |
| 8 | " coyote | | 8 | |
| 2 | " ermine | | 2 | |
| 5 | " fox | | 5 | |
| 2 | " marten | | 2 | |
| 2 | " mink | | 2 | |
| 11 | " muskrat | | 10 | 1 |
| 1 | " skunk | | 1 | |
| 1 | " snake | | 1 | |
| 2 | " squirrel | | 2 | |

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Head Letter Branches. |
|--|---------------------------------------|--|---|--|
| | | % cts. | | |
| 10 | Skin, wolf..... | | 10 | |
| 2 | Skirts..... | | 2 | |
| 1 | Sleigh bell..... | | 1 | |
| 56 | Slippers..... | | 54 | 2 |
| 9 | " bedroom..... | | 8 | 1 |
| 1 | Snapshot..... | | 1 | |
| 5 | Soap..... | | 4 | 1 |
| 56 | Socks..... | | 40 | 16 |
| 2 | Souvenirs..... | | 2 | |
| 1 | " bowl..... | | 1 | |
| 1 | " cup..... | | 1 | |
| 36 | " spoons..... | | 35 | 1 |
| 1 | " tray..... | | 1 | |
| 1 | Specimen..... | | 1 | |
| 15 | Spectacles..... | | 13 | 2 |
| 1 | Spice..... | | 1 | |
| 10 | Spoons..... | | 10 | |
| 1 | " gilt..... | | 1 | |
| 1 | " nickel..... | | 1 | |
| 1 | Sponge..... | | 1 | |
| 2 | Stamp boxes..... | | 2 | |
| 1 | Stamping outfit..... | | 1 | |
| 13 | Stationery..... | | 16 | 2 |
| 1 | Statute labour return..... | | 1 | |
| 2 | Steamboat tickets..... | | 2 | |
| 2 | Steel circles..... | | 2 | |
| 1 | " guider for spooling machine..... | | 1 | |
| 1 | " pens..... | | | 1 |
| 1 | " plate..... | | 1 | |
| 2 | Stereoscopic views..... | | 2 | |
| 1 | " frame..... | | 1 | |
| 7 | Stick pins..... | | 7 | |
| 23 | Stockings..... | | 21 | 2 |
| 1 | Stole clergyman..... | | 1 | |
| 1 | " fur..... | | 1 | |
| 1 | Subpena..... | | 1 | |
| 1 | Sugar, maple..... | | 1 | |
| 1 | Suit of clothes..... | | 1 | |
| 1 | Sulphate of soda..... | | 1 | |
| 1 | Sulphur..... | | 1 | |
| 1 | Surplice..... | | 1 | |
| 23 | Summons..... | | 23 | |
| 3 | Sweaters..... | | 3 | |
| 13 | Sweets..... | | 12 | 1 |
| 16 | Table cloths..... | | 15 | 1 |
| 1 | Tablets..... | | 1 | |
| 1 | Tail of wolf..... | | 1 | |
| 1 | Tam-o-shanter..... | | 1 | |
| 1 | Tape measure..... | | 1 | |
| 3 | Tea..... | | 3 | |
| 4 | " cosy..... | | 3 | 1 |
| 5 | Teeth..... | | 5 | |
| 5 | " artificial..... | | 5 | |
| 5 | " elk..... | | 5 | |
| 2 | Testament..... | | 2 | |
| 1 | Thermometer..... | | 1 | |

SESSIONAL PAPER No. 24

APPENDIX I—Continued.

TABLE NO. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|----------------------------|--|---|--|
| | | \$ cts. | | |
| 1 | Thimble. | | 1 | |
| 1 | Thread. | | 1 | |
| 44 | Tickets. | | 41 | 3 |
| 3 | " boat. | | 3 | |
| 4 | " book of. | | 4 | |
| 1 | " lottery. | | 1 | |
| 1 | " pawn. | | 1 | |
| 45 | " railway. | | 45 | 3 |
| 2 | " steamer. | | 1 | 1 |
| 1 | " street car. | | 1 | |
| 1 | " 1,000 mile. | | 1 | |
| 2 | Tidies. | | 2 | |
| 17 | Ties. | | 16 | 1 |
| 1 | " fasteners. | | 1 | |
| 14 | Time checks. | | 14 | |
| 46 | Tobacco. | | 42 | 4 |
| 3 | " pouches. | | 3 | |
| 1 | Toilet article. | | 1 | |
| 1 | " cover lace. | | 1 | |
| 2 | " mats. | | 2 | |
| 2 | " sets. | | 2 | |
| 3 | Toques. | | 3 | |
| 1 | Tool. | | 1 | |
| 1 | Towel. | | | 1 |
| 50 | Toys. | | 40 | 10 |
| 1 | Transfer card. | | 1 | |
| 4 | " of land. | | 4 | |
| 1 | Travelling card. | | 1 | |
| 2 | " cases. | | 2 | |
| 1 | Tray. | | 1 | |
| 3 | " cloths. | | 3 | |
| 1 | Trimnings. | | 1 | |
| 3 | Trousers. | | 2 | 1 |
| 1 | Truss. | | 1 | |
| 1 | Tumbler. | | 1 | |
| 1 | Typewriter ribbon. | | 1 | |
| 1 | " supplies. | | 1 | |
| 1 | Tweed. | | 1 | |
| 1 | Umbrella. | | | 1 |
| 33 | Underclothing. | | 30 | 3 |
| 1 | Undervest. | | 1 | |
| 5 | Unopened letters. | | 5 | |
| 1 | Valentine. | | 1 | |
| 47 | Valuable papers. | | 46 | 1 |
| 2 | Vases. | | 2 | |
| 1 | Veil. | | 1 | |
| 1 | " case. | | 1 | |
| 1 | Velvet. | | 1 | |
| 8 | Vests. | | 7 | 1 |
| 5 | Views. | | 5 | |
| 1 | Vine cutting. | | 1 | |
| 1 | Violin string. | | 1 | |
| 11 | Voter's lists. | | 11 | |
| 3 | Waists. | | 3 | |
| 1 | " front. | | 1 | |
| 2 | " coat. | | 1 | 1 |

APPENDIX I—Continued.

TABLE NO. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

| No. of Letters received during the nine months ended March 31, 1907. | Nature of Contents. | Value of contents of Letters received during the nine months ended March 31, 1907. | No. of Letters delivered of those received during the nine months ended March 31, 1907. | No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches. |
|--|--|--|---|--|
| | | s cts. | | |
| 1 | War medal | | 1 | |
| 1 | Warrant for commitment | | 1 | |
| 10 | Watches | | 10 | |
| 1 | " case | | 1 | |
| 1 | " works | | 1 | |
| 1 | " chain | | 1 | |
| 1 | " chain and hair | | 1 | |
| 2 | " fobs | | 2 | |
| 4 | " gun metal | | 4 | |
| 1 | " monument | | 1 | |
| 1 | Water colour sketch | | 1 | |
| 1 | " glass | | 1 | |
| 1 | Wax | | 1 | |
| 1 | Whip | | 1 | |
| 5 | Whisk holders | | 5 | |
| 2 | Wigs | | 2 | |
| 7 | Wills | | 6 | 1 |
| 1 | " copy of | | 1 | |
| 2 | Wings | | 2 | |
| 1 | Window cleaner | | 1 | |
| 1 | Wool | | 1 | |
| 1 | Woollen bodice | | 1 | |
| 3 | Woollen goods | | 3 | |
| 4 | " jersey | | 2 | 2 |
| 1 | Work bag | | 1 | |
| 7 | " boxes | | 7 | |
| 1 | Wrapper | | 1 | |
| 3 | Writs | | 3 | |
| 4 | Writing cases | | 4 | |
| 1 | " set | | 1 | |
| 1 | Yarn | | 1 | |
| 3 | Yeast | | 3 | |
| 25,218 | | 524,103 31 | 24,274 | 944 |
| 11,033 | Add to these ordinary recorded letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown on Table No. 1..... | | 10,267 | 766 |
| | Grand Total of letters containing value disposed of..... | | 34,541 | |
| | Grand Total of letters remaining unclaimed in Dead Letter Branches..... | | 1,710 | |
| 36,251 | Grand Total..... | | 36,251 | |

G. J. BINKS,
Superintendent.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX J.
TRANSACTIONS
OF THE
POSTAGE STAMP BRANCH.

APPENDIX

STATEMENT of Receipts and Issues of Postage Stamps,

| RECEIPTS. | | | | | | |
|---------------------------------------|--------------------------------------|------------------------------|---|---------------------------------------|---|-----------------------------|
| Denominations. | Stamps, &c., on hand from last year. | Received from Manufacturers. | Returned by Postmasters, unfit for use. | Returned by Postmasters, fit for use. | Total number of Stamps, &c., to be accounted for. | Amount to be accounted for. |
| | | | | | | \$ cts |
| ½c. postage stamps..... | 64,200 | 350,000 | 550 | | 414,750 | 2,073 75 |
| 1c. "..... | 15,905,500 | 102,900,000 | 41,634 | | 118,847,134 | 1,188,471 34 |
| 2c. "..... | 31,908,400 | 190,050,000 | 50,140 | | 222,008,540 | 4,440,170 80 |
| 5c. "..... | 1,368,600 | 4,900,000 | 4,086 | | 6,272,686 | 313,634 30 |
| 7c. "..... | 587,850 | 1,900,000 | 2,173 | 1,500 | 2,491,523 | 174,406 61 |
| 10c. "..... | 60,825 | 1,200,000 | 510 | | 1,261,335 | 126,133 50 |
| 20c. "..... | 78,550 | 400,000 | 186 | | 478,736 | 95,747 20 |
| 50c. "..... | 200,875 | | 190 | | 201,065 | 100,532 50 |
| 10c. special delivery stamps..... | 14,345 | 62,500 | 127 | 100 | 77,072 | 7,707 20 |
| 2c. stamp books at 25c. each..... | 16,334 | 970,000 | 339 | | 986,673 | 246,668 25 |
| 1c. post bands at \$1.25 per 100..... | 52,900 | 305,000 | 5,518 | | 363,418 | 4,542 72½ |
| 1c. post cards..... | 1,247,400 | 18,000,000 | 81,701 | | 19,329,101 | 193,291 01 |
| 1c. " advt., 16 on sheet..... | 66,000 | 362,000 | | 2,000 | 430,000 | 4,300 00 |
| 1c. " " 8 on sheet..... | 11,000 | 1,319,000 | | | 1,330,000 | 13,300 00 |
| 1c. " " single..... | 61,100 | 290,000 | | | 351,100 | 3,511 00 |
| 2c. Postal Union cards..... | 21,900 | 42,000 | 951 | | 64,851 | 1,297 02 |
| 2c. reply cards..... | 24,250 | 127,500 | 2,164 | 500 | 154,414 | 3,088 28 |
| <i>Stamped Envelopes.</i> | | | | | | |
| 1c. at \$1.20 per 100..... | 29,900 | 288,000 | 4,212 | 100 | 322,212 | 3,866 54⅔ |
| 2c. at \$2.20 "..... | 44,800 | 1,660,000 | 1,070 | | 1,705,870 | 37,529 14 |
| <i>Postage Due Stamps.</i> | | | | | | |
| 1c. | 35,800 | 700,000 | | | 735,800 | 7,358 00 |
| 2c. | 483,400 | 500,000 | | | 983,400 | 19,668 00 |
| 5c. | 164,900 | 200,000 | | | 364,900 | 18,245 00 |
| Totals..... | 52,448,829 | 326,526,000 | 195,551 | 4,200 | 379,174,580 | 7,005,542 16⅔ |

E. P. STANTON,

Superintendent, Postage Stamp Branch.

DIX J.

&c., for the nine months ended March 31, 1907.

| ISSUES. | | | | | | |
|----------------------------------|---|---|--------------------------------------|--|-----------------------|---|
| Denominations. | Issued to Postmasters during the nine months. | Stamps, &c., destroyed, as unfit for use. | Stamps, &c., on hand March 31, 1907. | Total number of Stamps, &c., thus accounted for. | Amount accounted for. | Value of the issue to Postmasters during the nine months. |
| | | | | | ¢ cts. | ¢ cts. |
| ½c. postage stamps..... | 372,400 | 550 | 41,800 | 414,750 | 2,073 75 | 1,862 00 |
| 1c. " "..... | 104,491,600 | 41,634 | 14,313,960 | 118,847,134 | 1,188,471 34 | 1,044,916 90 |
| 2c. " "..... | 189,929,000 | 50,140 | 32,029,400 | 222,008,510 | 4,440,170 80 | 3,738,580 00 |
| 5c. " "..... | 5,557,800 | 4,086 | 710,800 | 6,272,686 | 313,634 30 | 277,890 00 |
| 7c. " "..... | 2,046,850 | 2,173 | 442,500 | 2,491,523 | 174,406 61 | 143,279 50 |
| 10c. " "..... | 1,022,200 | 510 | 238,625 | 1,261,335 | 126,133 50 | 102,220 00 |
| 20c. " "..... | 275,050 | 186 | 203,500 | 478,736 | 95,747 20 | 55,019 00 |
| 50c. " "..... | 44,050 | 190 | 156,825 | 201,065 | 100,532 50 | 22,025 00 |
| 10c. special delivery stamps.... | 63,815 | 127 | 13,130 | 77,072 | 7,707 20 | 6,381 50 |
| 2c. stamp books at 25c. each.. | 914,780 | 339 | 71,554 | 986,673 | 246,668 25 | 228,695 00 |
| 1c. post bands at \$1.25 per 100 | 357,900 | 5,518 | ..... | 363,418 | 4,542 72½ | 4,473 75 |
| 1c. post cards..... | 18,574,606 | 81,701 | 672,800 | 19,329,101 | 193,291 01 | 183,746 00 |
| 1c. " " advt., 16 on sheet | 366,000 | ..... | 64,000 | 430,000 | 4,300 00 | 3,660 00 |
| 1c. " " " 8 on sheet | 1,299,000 | ..... | 31,000 | 1,330,000 | 13,300 00 | 12,990 00 |
| 1c. " " " single.... | 301,200 | ..... | 49,900 | 351,100 | 3,511 00 | 3,012 00 |
| 2c. Postal Union cards..... | 49,200 | 951 | 14,700 | 64,851 | 1,297 02 | 984 00 |
| 2c. reply cards..... | 112,150 | 2,164 | 40,100 | 154,414 | 3,088 28 | 2,243 00 |
| <i>Stamped Envelopes.</i> | | | | | | |
| 1c. at \$1.20 per 100.... | 304,466 | 4,212 | 13,600 | 322,212 | 3,866 54½ | 3,652 80 |
| 2c. at \$2.20 " "..... | 1,694,100 | 1,070 | 10,700 | 1,705,870 | 37,529 14 | 37,279 20 |
| <i>Postage Due Stamps.</i> | | | | | | |
| 1c..... | 442,200 | ..... | 293,600 | 735,800 | 7,358 00 | 4,422 00 |
| 2c..... | 783,500 | ..... | 199,900 | 983,400 | 19,668 00 | 15,670 00 |
| 5c..... | 187,300 | ..... | 177,600 | 364,900 | 18,245 00 | 9,365 00 |
| Totals..... | 329,189,095 | 195,551 | 49,789,934 | 379,174,580 | 7,005,542 16¾ | 5,964,347 75 |

R. M. COULTER,

Deputy Postmaster General.

APPENDIX J—Continued.
 STATEMENT showing increase and decrease in the issue of Postage Stamps, &c., for the nine months ended March 31, 1907, as compared with the issue of the corresponding nine months of the preceding year.

| Denominations. | ISSUE FROM JULY 1, 1906, TO MARCH 31, 1907, NINE MONTHS. | | | ISSUE FROM JULY 1, 1905, TO MARCH 31, 1906, NINE MONTHS. | | | INCREASE. | | | DECREASE. | | |
|--|--|--------------|---------|--|--------------|---------|------------|------------|---------|-----------|----------|---------|
| | Number. | Value. | \$ cts. | Number. | Value. | \$ cts. | Number. | Value. | \$ cts. | Number. | Value. | \$ cts. |
| | | | | | | | | | | | | |
| 1c. postage stamps..... | 372,400 | 1,862 00 | | 341,640 | 1,708 00 | | 30,840 | 154 00 | | | | |
| 1c. "..... | 104,491,600 | 1,044,916 00 | | 82,300,000 | 833,000 00 | | 21,191,600 | 211,916 00 | | | | |
| 2c. "..... | 189,929,000 | 3,798,580 00 | | 174,230,600 | 3,481,612 00 | | 15,698,400 | 313,968 00 | | | | |
| 5c. "..... | 5,557,800 | 277,890 00 | | 4,931,250 | 246,562 50 | | 626,550 | 31,327 50 | | | | |
| 7c. "..... | 2,040,800 | 143,279 50 | | 2,093,950 | 146,576 50 | | | | | 47,100 | 3,297 00 | |
| 10c. "..... | 1,022,200 | 102,220 00 | | 888,700 | 88,870 00 | | 133,500 | 13,350 00 | | | | |
| 20c. "..... | 275,050 | 55,010 00 | | 201,825 | 40,365 00 | | 73,225 | 14,645 00 | | | | |
| 50c. "..... | 44,050 | 22,025 00 | | 29,800 | 14,900 00 | | 14,250 | 7,125 00 | | | | |
| 10c. special delivery stamps..... | 63,815 | 6,381 50 | | 52,195 | 5,219 50 | | 11,620 | 1,162 00 | | | | |
| 2c. stamp books, at 25c. each..... | 914,780 | 228,695 00 | | 677,272 | 169,318 00 | | 237,508 | 59,377 00 | | | | |
| 1c. post bands, at \$1.25 per 100..... | 357,300 | 4,466 25 | | 326,400 | 4,080 00 | | 31,500 | 393 75 | | | | |
| 1c. post cards..... | 18,574,600 | 185,746 00 | | 17,558,300 | 173,583 00 | | 1,016,300 | 10,163 00 | | | | |
| 1c. " advertising, 16 on sheet..... | 366,000 | 3,660 00 | | 406,000 | 4,060 00 | | | | | 10,000 | 400 00 | |
| 1c. " " 8..... | 1,293,000 | 12,930 00 | | 1,265,000 | 12,650 00 | | 33,000 | 330 00 | | | | |
| 1c. " " single..... | 301,200 | 3,012 00 | | 287,700 | 2,877 00 | | 13,500 | 135 00 | | | | |
| 2c. Postal Union cards..... | 19,200 | 984 00 | | 38,400 | 768 00 | | 10,800 | 216 00 | | | | |
| 2c. reply cards..... | 112,150 | 2,243 00 | | 115,350 | 2,307 00 | | | | | 3,200 | 61 00 | |
| <i>Stamped Envelopes.</i> | | | | | | | | | | | | |
| 1c. at \$1.20 per 100..... | 304,400 | 3,652 80 | | 262,900 | 3,154 80 | | 41,500 | 498 00 | | | | |
| 2c. at \$2.20..... | 1,694,100 | 37,270 20 | | 1,425,600 | 31,363 20 | | 268,500 | 5,907 00 | | | | |
| <i>Postage Due Stamps.</i> | | | | | | | | | | | | |
| * 1c..... | 442,200 | 4,422 00 | | | | | 442,200 | 4,422 00 | | | | |
| * 2c..... | 783,500 | 15,670 00 | | | | | 783,500 | 15,670 00 | | | | |
| * 5c..... | 187,300 | 9,365 00 | | | | | 187,300 | 9,365 00 | | | | |
| Totals..... | 329,189,095 | 5,964,347 75 | | 288,433,812 | 5,257,984 50 | | 40,845,553 | 700,124 25 | | 90,300 | 3,761 00 | |

* First issue, June 1, 1906.

Increase in number of pieces issued..... 40,755,253
 Increase in value of issue..... \$ 696,363.25

R. M. COULTER,
Deputy Postmaster General.

E. P. STANTON,
Superintendent, Postage Stamp Branch.

APPENDIX K

TRANSACTIONS

OF THE

POSTAL STORES BRANCH

1906-1907

APPENDIX K

POSTAL STORES

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

| | <i>Printing, Binding, Lithographing, &c.</i> | \$ cts. |
|---|--|------------|
| King's Printer's Accounts (<i>Inside Service</i>)..... | | 10,105 03 |
| " " " (<i>Outside Service</i>)..... | | 30,812 55 |
| | <i>Stationery.</i> | |
| Stationery Office Accounts (<i>Inside Service</i>)..... | | 5,589 24 |
| " " " (<i>Outside Service</i>)..... | | 20,738 89 |
| Mail bags, mail locks, &c..... | | 52,947 08 |
| Stamping material, scales and weights, &c..... | | 18,356 88 |
| Street letter boxes and miscellaneous items of post office expenditure..... | | 8,557 46 |
| Letter carriers' uniforms, &c..... | | 17,264 94 |
| Total..... | | 164,371 98 |

NOTE:—

| | |
|--|--------|
| The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from July 1, 1906, to March 31, 1907, amounted to the sum of... | 127 94 |
| The sum credited in the accounts of the contractors for mail bags to the department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones amounted to..... | 60 90 |
| Total..... | 188 84 |

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock June 30, 1906, the balance carried forward March 31, 1907, and the quantity and cost of *Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper* and *Miscellaneous Articles* obtained and issued to the Postal Service generally through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

| | Forms. | Envelopes | Books and Pam- phlets. | Tags, Cards and Labels. | Writing Paper (Sheets) | Miscel- laneous. | Value. |
|-------------------------------------|------------|-----------|---------------------------------|-------------------------------|------------------------------|---------------------|-----------|
| | | | | | | | \$ cts. |
| Balance in stock, June 30, 1906.... | 11,282,540 | 2,059,325 | 49,260 | 1,507,366 | 181,117 | 4,000 | 20,069 32 |
| Received from King's Printer. | 9,698,189 | 3,824,750 | 91,744 | 17,756,733 | 304,600 | 76,187 | 40,917 58 |
| Total | 20,980,729 | 5,884,075 | 141,004 | 19,264,099 | 485,717 | 80,187 | 60,986 90 |
| Issued to Inside Service | 1,886,386 | 596,940 | 6,344 | 79,560 | 40,825 | 36,849 | 9,460 28 |
| Outside Service. | 8,468,527 | 2,144,975 | 95,136 | 17,547,795 | 219,247 | 43,338 | 29,315 50 |
| Total | 10,354,913 | 2,741,915 | 101,480 | 17,627,355 | 316,072 | 80,187 | 38,775 78 |
| Balance in stock, March 31, 1907.. | 10,625,816 | 3,142,160 | 39,524 | 1,636,744 | 169,645 | ..... | 22,211 12 |

APPENDIX K—Continued.

STATEMENT showing the number of *Forms, Envelopes, Books, Labels, Sheets of Writing Paper, and Miscellaneous Articles* specially printed, and issued from stock, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

| | Forms. | Envelopes | Books and Pamphlets. | Tags, Cards and Labels. | Writing Paper (Sheets) | Miscellaneous. | Value. |
|---|------------|-----------|----------------------|-------------------------|------------------------|----------------|-----------|
| | | | | | | | s cts. |
| Inside Service, from stock | 1,029,295 | 342,425 | 4,824 | 72,752 | 85,120 | 30,212 | 5,866 24 |
| " special printing | 857,085 | 254,515 | 1,520 | 6,808 | 11,480 | 6,637 | 3,594 04 |
| Total | 1,886,380 | 596,940 | 6,344 | 79,560 | 96,600 | 36,849 | 9,460 28 |
| Outside Service, from stock | 7,314,324 | 2,139,975 | 94,898 | 10,880,905 | 212,000 | 41,128 | 26,206 35 |
| " special printing | 1,154,293 | 5,000 | 238 | 6,666,890 | 7,247 | 2,210 | 3,109 15 |
| Total | 8,468,527 | 2,144,975 | 95,136 | 17,547,795 | 219,247 | 43,338 | 29,315 50 |
| Total issue from stock to Inside and Outside Service | 8,343,619 | 2,482,400 | 99,722 | 10,953,657 | 297,120 | 71,340 | 32,072 59 |
| Total special printing for Inside and Outside Service | 2,011,288 | 259,515 | 1,758 | 6,673,698 | 18,727 | 8,847 | 6,703 19 |
| Grand total | 10,354,907 | 2,741,915 | 101,480 | 17,627,355 | 315,847 | 80,187 | 38,775 78 |

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quality and Cost of Articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

| | Baskets, New and Repaired. | Pads, Blotting and Desk. | Books and Pamphlets. | Copying Material. | Directions. | Duplicating supplies. | Rubber Bands (boxes). | Envelope Openers and Dampers. | Erasers. | Pills for Papers, &c. | Gum Arabic (lbs.) | Ink (Bottles, Pellets, &c.) | Inkstands. | Knives. | Labels, &c. | Lead Pencils, Leads, &c. | Muilage (Bottles and Brushes). | Paper Bands. | Blotting Paper (sheets). | Wrapping Paper (sheets). |
|-----------------------------------|----------------------------|--------------------------|----------------------|-------------------|-------------|-----------------------|-----------------------|-------------------------------|----------|-----------------------|-------------------|-----------------------------|------------|---------|-------------|--------------------------|--------------------------------|--------------|--------------------------|--------------------------|
| Balance in stock, June 30, 1906. | 245 | 177 | 5,644 | 33,439 | 245 | 5,728 | 1,542 | 71 | 1,640 | 3,082 | 154 | 930 | 307 | 401 | 35,294 | 21,559 | 624 | 600 | 31,043 | 252,704 |
| Stationery received during year. | 245 | 177 | 5,644 | 33,439 | 245 | 5,728 | 1,542 | 71 | 1,640 | 3,082 | 154 | 930 | 307 | 404 | 35,291 | 21,559 | 624 | 600 | 31,043 | 252,704 |
| Total. | 490 | 354 | 11,288 | 66,878 | 490 | 11,456 | 3,084 | 142 | 3,280 | 6,164 | 308 | 1,860 | 614 | 805 | 70,585 | 43,118 | 1,248 | 1,200 | 62,086 | 505,408 |
| Issued to Inside Service. | 102 | 128 | 4,527 | 32,010 | 14 | 1,063 | 800 | 14 | 621 | 2,776 | 65 | 577 | 230 | 377 | 28,447 | 18,559 | 395 | 600 | 16,468 | 81,500 |
| " Outside Service. | 142 | 128 | 4,527 | 32,010 | 14 | 1,063 | 800 | 14 | 621 | 2,776 | 65 | 577 | 230 | 377 | 28,447 | 18,559 | 395 | 600 | 16,468 | 81,500 |
| Total Issued. | 244 | 256 | 9,054 | 64,020 | 28 | 2,126 | 1,600 | 28 | 1,242 | 5,552 | 130 | 1,154 | 460 | 754 | 56,894 | 37,118 | 790 | 1,200 | 32,936 | 163,000 |
| Balance in stock, March 31, 1907. | 245 | 177 | 5,644 | 33,439 | 245 | 5,728 | 1,542 | 71 | 1,640 | 3,082 | 154 | 930 | 307 | 401 | 35,294 | 21,559 | 624 | 600 | 31,043 | 252,704 |

SESSIONAL PAPER No. 24

APPENDIX K—Continued.
STATIONERY—Concluded.

| | Writing Paper (sheets) | Envelopes | Paper Fasteners (boxes) | Pens (Boxes, $\frac{1}{2}$ boxes, Fountain, &c.) | Penholders | Pins (Paper, Pyra-mids, &c.) | Rulers | Scissors | Scratch Pads | Sealing Wax (lbs.) | Sponges and Sponge Cups | Stamp Ribbons | Tape (banks) | Typewr. Machines | Typewriting Sup-plies | Carbon Paper (sheets) | Twine (lbs.) | Twine Spindles | Wax Bourges | Miscellaneous | Value. |
|----------------------------------|------------------------|-----------|-------------------------|--|------------|------------------------------|--------|----------|--------------|--------------------|-------------------------|---------------|--------------|------------------|-----------------------|-----------------------|--------------|----------------|-------------|---------------|-----------|
| Balance in stock, June 30, 1906 | | | | 51 | | | | | | 50 | | | | | | 4,546 | | | 62 | | \$ cts. |
| Stationery received during year | 398,220 | 33,450 | 703 | 1,805 | 4,978 | 1,231 | 76 | 21 | 3,552 | 4,229 | 1,017 | 41 | 2,093 | 14 | 806 | 70,830 | 38,628 | 192 | 501 | 1,321 | 26,328 04 |
| Total | 398,220 | 33,450 | 703 | 1,856 | 4,978 | 1,231 | 76 | 21 | 3,552 | 4,279 | 1,017 | 41 | 2,093 | 14 | 806 | 81,396 | 38,628 | 192 | 653 | 1,321 | 26,453 14 |
| Issued to Inside Service | 244,936 | 30,700 | 350 | 521 | 963 | 313 | 28 | 43 | 1,056 | 267 | 212 | 1 | 1,517 | 4 | 533 | 9,400 | 956 | 6 | 24 | 2,273 | 5,589 24 |
| " Outside Service | 183,284 | 2,750 | 353 | 1,286 | 3,015 | 888 | 48 | 171 | 2,496 | 3,964 | 775 | 40 | 576 | 10 | 273 | 41,690 | 37,621 | 186 | 476 | 2,048 | 20,729 50 |
| Total Issue | 398,220 | 33,450 | 703 | 1,807 | 3,978 | 1,231 | 76 | 211 | 3,552 | 4,231 | 1,017 | 41 | 2,093 | 14 | 806 | 51,096 | 38,650 | 192 | 500 | 1,321 | 26,318 74 |
| Balance in stock, March 31, 1907 | | | | 49 | | | | | | 48 | | | | | | 30,300 | | 48 | 153 | | 131 40 |

APPENDIX K - Continued.

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quantity and the Cost of Mail bags, Mail Locks, &c., obtained and issued to the Postal Service generally, through the Postal Service Branch, from July 1, 1906, to March 31, 1907.

| | COTTON DUCK BAGS, NEW. | | | LINEN BAGS, NEW. | | | | | SATCHELS AND POUCHES. | | | | MAIL BAGS, REPAIRED, &c. | | | | | | | |
|--|---------------------------|----------------------------------|--|---------------------------------------|--|---------------------------------------|--|-------------------------------------|--|---|--|----------------------------|--------------------------|-------------------|----------------------|---------------------------------|----------|------------------------|-----------------------|-----|
| | Bar-Clamp Lock Fastening. | Bolt and Wax Seal Cup Fastening. | Waterproof Staple and Strap Fastening. | Red Striped Bar Clamp Lock Fastening. | Red Striped Bolt and Wax Seal Cap Fastening. | Drab Bolt and Wax Seal Cup Fastening. | Cotton Duck and Linen Newspaper Sacks. | Drab and Yellow, without Fastening. | Seamless Cotton Bags, without Fastening. | Material for making up Newspaper Sacks (Yards). | Cotton Cord for Newspaper Sacks (lbs.) | Making up Newspaper Sacks. | Miscellaneous Mail Bags. | Leather Satchels. | Brown Duck Satchels. | Reversible Cotton Duck Pouches. | Leather. | Cotton Duck and Linen. | Satchels and Pouches. | |
| Balance in stock, June 30, 1906 | 16 | 594 | 13 | 174 | 38 | 69 | 23 | 1,375 | 397 | 484 | 2,456 | 142½ | 428 | 100 | 1,246 | 86 | 1,362 | 765 | 765 | |
| Received—Purchased or repaired. | 5,811 | | | | 398 | | | 4,468 | 1,418 | 300 | 33,762½ | 1,418 | 428 | 300 | 1,246 | | 29,125 | 765 | 765 | |
| Returned from service and added to stock for re-issue. | | | | | | | | | 1 | | | | | 2 | 50 | | 2,403 | | | |
| Total | 16 | 6,405 | 13 | 174 | 38 | 467 | 23 | 6,043 | 1,815 | 785 | 35,818½ | 1,560½ | 428 | 450 | 1,246 | 86 | 32,890 | 765 | 765 | |
| Issued to Inside Service | | | | | | | | | | | | | | | | | | | | |
| " Outside Service | 2 | 5,725 | 12 | 11 | 7 | 467 | | 5,733 | 1,562 | 416 | 32,729 | 1,326½ | 428 | 7 | 366 | 1,246 | 1 | 30,560 | 765 | 765 |
| Total issue. | 2 | 5,725 | 12 | 11 | 7 | 467 | | 5,733 | 1,562 | 416 | 32,729 | 1,326½ | 428 | 7 | 366 | 1,246 | 1 | 30,560 | 765 | 765 |
| Balance in stock, March 31, 1907. | 14 | 680 | 1 | 163 | 31 | | 23 | 310 | 253 | 369 | 3,089½ | 234 | | 7 | 84 | | 85 | 2,330 | | |

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APPENDIX K—Continued.
Quantity and Cost of Mail Bags, Mail Locks, &c.—Concluded.

| | MAIL LOCKS. | | | KEYS FOR MAIL LOCKS. | | | Parcel Post Hampers, new and repaired. | Mail Catching Posts, new and repaired. | Presses with stationary dies and extra dies for lead seals. | Lead Seals. | Old Fastenings. | Brass (Prometers for Mail Bags. | Miscellaneous. | Value. |
|--|-------------|---|--------------------------|----------------------|-----------|---------------------------|--|--|---|-------------|-----------------|---------------------------------|----------------|-----------|
| | Obsolete. | International Registered, New and Repaired. | Patent Steel Clamp Lock. | Repaired. | Obsolete. | International Registered. |  |  |  |  |  |  |  |  | Patent Steel Clamp. |
| Balance in stock, June 30, 1906..... | | | 40 | 9 | 179 | 4,460 | 21 | 249 | 6 | 6,300 | 2,438 | 14,308 | | 7,560 09 |
| Received—Purchased or repaired..... | | | 94 | 5,466 | 4,986 | | 3,000 | 108 | 21 | 200,000 | 7,915 | 262,512 | 1,862 | 52,947 08 |
| Returned from service and added to stock for re-issue..... | | | | | 6,814 | 2 | 58 | | | | 2,732 | | | 9,414 95 |
| Total..... | | | 134 | 5,475 | 11,979 | 4,462 | 21 | 3,307 | 114 | 206,300 | 13,085 | 276,820 | 1,862 | 63,922 12 |
| Issued to Inside Service..... | | | | | | | | | | | | | | |
| " Outside Service..... | | | 96 | 4,970 | 11,891 | 45 | 2 | 3,083 | 102 | 144,800 | 8,778 | 276,646 | 1,862 | 63,413 44 |
| Total issue..... | | | 96 | 4,970 | 11,891 | 45 | 2 | 3,083 | 102 | 144,800 | 8,778 | 276,646 | 1,862 | 63,413 44 |
| Balance in stock, March 31, 1907..... | | | 38 | 505 | 88 | 4,417 | 19 | 224 | 12 | 61,500 | 4,307 | 174 | | 6,508 68 |

APPENDIX K—Continued.

STATEMENT showing the balance in stock June 30, 1906, the balance carried forward March 31, 1907, and the Quantity and Cost of *Stamping, Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

| | DATED STAMPS. | | Brass Crown Seals, New and Repaired. | Numbering Machines, New and Repaired. | Facsimile Stamps, Brass and Rubber. | Rubber Stamps, New and Repaired. | Brass Rating and Hand Stamps. | REVOLVING CANCELLERS. | | Wooden Boxes and Mallets for Stamping and Mallets. | Stamping Pads, New and Repaired. | Fountain Pads. | POSTMARKING AND CANCELLING INK. | | | | Bottles of Ink for Rubber Stamps, &c. | |
|--|---------------|-----------|--------------------------------------|---------------------------------------|-------------------------------------|----------------------------------|-------------------------------|-----------------------|---------------------------|--|----------------------------------|----------------|---------------------------------|--------|-------------|--------|---------------------------------------|--|
| | New | Repaired. | | | | | | New and Repaired. | Wooden Wells and Rollers. | | | | Quarts. | Pints. | Half Pints. | Gills. | | |
| Balance in stock, June 30, 1906 | | | | | | | 1,119 | 51 | 500 | 268 | | | 31 | 3 | 130 | | | |
| Received—Purchased or repaired | 726 | 137 | 380 | 17 | 4 | 613 | 2,307 | 140 | 1,300 | 2,491 | 331 | | 400 | 2,000 | 4,200 | 291 | | |
| Returned from service and added to stock for re-issue. | | | | | | | 223 | 1 | 8 | 10 | | | | | 4 | | | |
| Total | 726 | 137 | 380 | 17 | 4 | 613 | 3,709 | 164 | 1,808 | 2,769 | 331 | | 431 | 3 | 2,000 | 4,334 | 291 | |
| Issued to Inside Service | | | | | | | | | | | | | | | | | | |
| " Outside Service | 726 | 137 | 380 | 17 | 4 | 613 | 2,248 | 140 | 1,324 | 2,720 | 331 | | 406 | 1,921 | 4,334 | 291 | | |
| Total issue | 726 | 137 | 380 | 17 | 4 | 613 | 2,248 | 140 | 1,324 | 2,720 | 331 | | 406 | 1,921 | 4,334 | 291 | | |
| Balance in stock, March 31, 1907 | | | | | | | 1,461 | 111 | 484 | 49 | | | 25 | 3 | 79 | | | |

SESSIONAL PAPER No. 24

APPENDIX K—Continued.
Stamping Material, Scales and Weights, &c.—Concluded.

| | Type. | | Scales. | | | | | | Extra Weights. | Rubber Stamping Cushions, Large and Small. | Rental of Mail Marking Machines. | Supplies for Mail Marking Machines. | Brushes for Cleaning Printing Stamps. | Wooden Boxes for Ink. | Miscellaneous. | Value. | |
|--|----------|---------|-----------------|---------------|--------------------|---------------|-----------------|---------------|----------------|--|----------------------------------|-------------------------------------|---------------------------------------|-----------------------|----------------|-----------|--|
| | Figures. | Months. | Letter (16 oz.) | | Parcel (2 1/2 lb.) | | Plate-form, &c. | | | | | | | | | | |
| | | | New. | Repaired, &c. | New. | Repaired, &c. | New. | Repaired, &c. | | | | | | | | | |
| Balance in stock, June 30, 1806..... | 2,330 | 1,748 | 58 | ..... | 13 | 1 | 6 | 1 | 585 | 159 | ..... | ..... | 11 | 213 | 7 | 1,331 31 | |
| Received Purchased or repaired..... | 16,754 | 1,855 | 91 | 350 | 72 | 100 | 22 | 7 | 125 | 523 | 41 | 145 | 12 | 2,473 | 13 | 18,356 88 | |
| Returned from service and added to stock for re-issue..... | | | 1 | ..... | 2 | ..... | ..... | ..... | 626 | 25 | ..... | ..... | ..... | 2,366 | ..... | 369 10 | |
| Total..... | 19,084 | 3,603 | 91 | 409 | 72 | 115 | 23 | 13 | 1,336 | 707 | 41 | 145 | 23 | 5,052 | 20 | 20,060 29 | |
| Issued to Inside Service..... | | | | | | | | | | | | | | | | | |
| " Outside Service..... | 16,202 | 2,031 | 91 | 345 | 72 | 74 | 23 | 6 | 562 | 617 | 41 | 145 | 5 | 4,316 | 13 | 18,424 06 | |
| Total..... | 16,202 | 2,031 | 91 | 345 | 72 | 74 | 23 | 6 | 562 | 617 | 41 | 145 | 5 | 4,316 | 13 | 18,424 06 | |
| Balance in stock, March 31, 1907..... | 2,882 | 1,569 | 64 | ..... | 41 | ..... | ..... | 7 | 774 | 90 | ..... | ..... | 18 | 736 | 7 | 4,636 23 | |

APPENDIX K Continued.

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quantity and Cost of *Street Letter Boxes and Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906 to March 31, 1907.

| | STREET LETTER BOXES. | | | | | | | | | | Value. | | | | | | | | | | | | | | | |
|---|------------------------------|---------------------------------------|---------------------------------------|--------------------------------|------------------------------|-----------------------------|----------------------------|-------------------------|--------------------------|-------------|-----------|--|-----------|---|--|--|-----------------|------------------------|--------------------------------|--|-------------|-----------------------|----------------------|---------|----------|-----------|
| | New. | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Wrought Iron. | | | D. K. MULLER SAFETY LOCKS. | | | | | | | | | | | | | | | | | | | | | | |
| Old Pattern. | Flat Top, for Hotels, No. 1. | Sloping Top, for Cities, Large No. 2. | Sloping Top, for Cities, Small No. 3. | Sloping Top, for Towns, No. 4. | Street Letter Box, L. No. 5. | Newspaper and Parcel Boxes. | Miscellaneous Charges for. | Repaired and Converted. | Removing and Fitting up. | Repainting. | Keys for. | Inside attached Locks, New and Repaired. | Keys for. | Mail Clerks' Tin Boxes, New and Repaired. | Tin Portable Letter Boxes, New and Repaired. | Wooden Stores Boxes, New and Repaired. | Bought Holders. | Tin Labels, Signs, &c. | Mail Trucks, New and Repaired. | Tin Plates for Money Order Books of Issue. | Key Chains. | Special Letter Boxes. | Miscellaneous Items. | \$ cts. | | |
| Balance in stock June 30, 1906. | 1 | 1 | | 19 | 206 | 33 | 94 | 2 | | | | 28 | 123 | 514 | 6 | 6 | 16 | | | | | 165 | 5 | 49 | 1,814 95 | |
| Received—Purchased or repaired. | | 1 | 62 | 6 | 108 | 316 | 82 | 945 | 341 | 542 | 11 | 185 | 24 | 134 | 200 | 42 | 77 | 39 | 25 | 81 | 2 | 250 | | | 375 | 8,557 46 |
| Returned from service and added to stock for reissue. | | | | 1 | 1 | 13 | 21 | | | | | 14 | 13 | 21 | 4 | | | | | | | | | | 57 | 738 18 |
| Total | 1 | 5 | 62 | 7 | 125 | 535 | 136 | 1,039 | 343 | 542 | 11 | 203 | 65 | 270 | 765 | 52 | 83 | 39 | 41 | 81 | 2 | 250 | | | 481 | 11,110 59 |
| Issued to Inside Service | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " Outside-service. | 2 | 27 | 4 | 4 | 103 | 385 | 105 | 928 | 343 | 542 | 11 | 196 | 35 | 181 | 157 | 46 | 79 | 39 | 28 | 1 | 2 | 250 | | | 412 | 7,555 35 |
| Total issue. | 2 | 27 | 4 | 4 | 103 | 385 | 105 | 928 | 343 | 542 | 11 | 196 | 35 | 181 | 157 | 46 | 79 | 39 | 28 | 18 | 2 | 250 | | | 412 | 7,555 35 |
| Balance in stock, March 31, 1907. | 1 | 3 | 35 | 3 | 25 | 150 | 31 | 111 | | | | 7 | 31 | 89 | 608 | 6 | 4 | | 13 | | | | 67 | 5 | 69 | 3,555 24 |

SESSIONAL PAPER No. 24

APPENDIX K—*Concluded.*

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quantity and Cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

| | Overcoats and Pea-jackets. | | Trousers. | | Caps. | | Moccasins. | | Lamps. | | Miscellaneous. | | Value. \$ cts. | | | | | | | | | | | | |
|---|-------------------------------------|-----|-----------|-------|-----------------------------|-----------------------------|----------------|----------|--------|------|-------------------|-------------------|-------------------|----------------|-------------|-----------|----------------|---------------|------------------------------|----------------|-----|-----|-----|--------|----|
| | Cloth for Letter Carriers Uniforms. | | Cloth. | Wool. | Monograms, Large and Small. | Brass Buttons and Xim-bers. | Oilskin Capes. | Helmets. | Cloth. | Fur. | Waterproof Coats. | Fur Collar Coats. | | Chamois Vests. | Waistbands. | Leggings. | Leather Boots. | Rubber Boots. | Buttons, Straps and Buckles. | Miscellaneous. | | | | | |
| Balance in stock, June 30, 1906 | 227 | 29 | 30 | 31 | 24 | 368 | 3,707 | 81 | 186 | 81 | 5 | 204 | 6 | 5 | 55 | 20 | 41 | 1 | 40 | 103 | 22 | ... | ... | 3,476 | 85 |
| Purchased | 1,909 | 311 | 382 | 23 | 26 | 3,456 | 15,261 | 226 | ... | 518 | 375 | 366 | 14 | 11 | 100 | 100 | 733 | 36 | ... | 192 | ... | ... | 4 | 17,261 | 91 |
| Returned from service and added to stock for re-issue | 91 | 5 | 1 | 1 | 2 | 1 | 200 | 11 | 14 | 13 | 15 | 12 | 1 | 5 | 7 | 7 | 19 | ... | ... | 12 | ... | ... | ... | 545 | 50 |
| Total | 1,831 | 378 | 416 | 56 | 52 | 3,825 | 19,171 | 321 | 200 | 612 | 365 | 582 | 21 | 21 | 162 | 127 | 793 | 37 | 10 | 307 | 22 | ... | ... | 21,287 | 20 |
| Issued | 3,877 | 346 | 384 | 23 | 26 | 2,304 | 12,106 | 117 | 101 | 491 | 381 | 180 | 20 | 19 | 60 | 79 | 717 | 36 | ... | 141 | 10 | ... | ... | 11,373 | 61 |
| Balance in stock, March 31, 1907 | 954 | 32 | 32 | 32 | 26 | 1,521 | 7,065 | 201 | 96 | 238 | 14 | 462 | 4 | 5 | 102 | 48 | 46 | 1 | 10 | 163 | 12 | ... | ... | 6,912 | 65 |

STONEV SMITH,

Controller of Postal Stores.

R. M. COULTER,

Deputy Postmaster General.

APPENDIX L

RAILWAY MAIL SERVICE

APPENDIX L.

RAILWAY MAIL SERVICE.

STATEMENT showing the total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894-95, 1895-96, 1896-97, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03, 1903-04, 1904-05, 1905-06 and 1906-07.

| Year. | Salaries. | Increase. | Decrease. |
|---------|-------------|-----------|-----------|
| | § cts. | § cts. | § cts. |
| 1894-95 | 292,317 58 | | |
| 1895-96 | 301,118 51 | 8,800 93 | |
| 1896-97 | 297,313 21 | | 3,805 30 |
| 1897-98 | 276,075 49 | | 21,237 72 |
| 1898-99 | 276,108 02 | 32 53 | |
| 1899-00 | 283,551 46 | 7,443 44 | |
| 1900-01 | 294,219 59 | 10,668 13 | |
| 1901-02 | 298,148 31 | 3,928 72 | |
| 1902-03 | 301,973 83 | 3,825 52 | |
| 1903-04 | 321,250 19 | 19,276 36 | |
| 1904-05 | 362,801 32 | 41,551 13 | |
| 1905-06 | 389,338 97 | 26,537 65 | |
| 1906-07 | *313,119 50 | | 76,219 47 |

| Year. | Mileage. | Increase. | Decrease. |
|---------|-------------|-----------|-----------|
| | § cts. | § cts. | § cts. |
| 1894-95 | 104,639 58 | | |
| 1895-96 | 109,779 61 | 5,140 03 | |
| 1896-97 | 111,107 61 | 1,328 00 | |
| 1897-98 | 107,156 46 | | 3,951 17 |
| 1898-99 | 108,050 85 | 894 39 | |
| 1899-00 | 114,910 59 | 6,859 74 | |
| 1900-01 | 120,660 60 | 5,750 01 | |
| 1901-02 | 120,994 46 | 333 86 | |
| 1902-03 | 122,213 93 | 1,219 47 | |
| 1903-04 | 129,185 33 | 6,971 40 | |
| 1904-05 | 136,865 41 | 7,680 08 | |
| 1905-06 | 147,348 71 | 10,483 30 | |
| 1906-07 | *119,266 29 | | 28,082 42 |

* Expenditure for 9 months only

SESSIONAL PAPER No. 24

APPENDIX L—*Cont nued.*

COMPARATIVE STATEMENT showing number of Railway Mail Clerks, Transfer Agents and Train Porters in the employ of this Branch, on June 30, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906 and March 31, 1907.

| — | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Superintendents | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 8 | 8 |
| Railway mail clerks. | 355 | 333 | 328 | 331 | 337 | 372 | 380 | 383 | 409 | 425 | 449 | 504 |
| Temporary..... | 34 | 31 | 25 | 21 | 39 | 5 | 4 | 4 | 2 | 2 | 2 | 2 |
| Mail transfer agents. | 10 | 7 | 7 | 7 | 7 | 12 | 10 | 7 | 6 | 8 | 14 | 15 |
| Temporary..... | 6 | 5 | 5 | 5 | 5 | | | | | | | |
| Train porters..... | | | | | | | | 3 | 4 | 6 | 6 | 5 |
| Total..... | 414 | 385 | 374 | 373 | 397 | 398 | 403 | 406 | 430 | 450 | 479 | 534 |

In addition to the above there is a staff consisting of two first class clerks, nine senior second class clerks, six junior second class clerks, three senior third class clerks, two junior third class clerks, eight fourth class clerks, making a total of thirty, belonging to the outside service of the department, assisting the superintendents in their offices.

CASE EXAMINATIONS.

The following statements show the number and extent of such examinations held during the fiscal years 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03, 1903-04, 1904-05, 1905-06 and 1906-07.

| Year. | Cards handled. | Correctly handled. | Percentage correctly distributed. | Examinations held. | Average cards handled per each examination. |
|-------------------------|----------------|--------------------|-----------------------------------|--------------------|---|
| November, 1898. | 353,563 | 289,156 | 81.78 | 298 | 1,186 |
| " 1899..... | 357,426 | 316,894 | 88.63 | 395 | 1,172 |
| " 1900..... | 403,063 | 359,700 | 89.24 | 338 | 1,192 |
| " 1901..... | 453,962 | 419,492 | 92.40 | 330 | 1,375 |
| " 1902..... | 438,252 | 405,256 | 92.47 | 346 | 1,266 |
| " 1903. | 456,709 | 430,975 | 94.37 | 349 | 1,308 |
| " 1904..... | 496,153 | 465,252 | 93.77 | 372 | 1,333 |
| " 1905. | 513,137 | 487,717 | 95.04 | 375 | 1,368 |
| " 1906. | 557,088 | 528,292 | 94.83 | 396 | 1,406 |

APPENDIX L—Continued.

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

| | |
|--------------------|-----|
| July 1, 1880..... | 190 |
| “ 1885..... | 290 |
| “ 1890..... | 372 |
| “ 1895..... | 421 |
| “ 1896..... | 414 |
| “ 1897..... | 385 |
| “ 1898..... | 374 |
| “ 1899..... | 373 |
| “ 1900..... | 397 |
| “ 1901..... | 398 |
| “ 1902..... | 403 |
| “ 1903..... | 406 |
| “ 1904..... | 430 |
| “ 1905..... | 450 |
| “ 1906..... | 479 |
| April 1, 1907..... | 534 |

RAILWAY MAIL SERVICE.

During the fiscal years 1906-07, 544·5 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail were carried on March 31, 1907, of 20,818·5.

The following statement shows the details of such additional service :—

| Railway. | Terminal Points. | Distance in Miles. | Service. |
|---|---|--------------------------|-----------------------------|
| Canadian Northern Ry..... | Melfort and Prince Albert, Sask..... | 62·4 | B.C. tri-weekly. |
| “ “..... | Greenway and Wakopa, Man..... | 47·1 | “ “ “ “ |
| Canadian Northern Ontario Ry..... | Toronto and Parry Sound, Ont..... | 149 | B.C. daily ex. Sunday. |
| Canadian Pacific Ry..... | Camrose and Hardisty, Alta..... | 69·5 | B.C. daily ex. Sunday. |
| “ “..... | Alix and Stettler, Alta..... | 22·9 | B.C. daily ex. Sunday. |
| “ “..... | Winnipeg Beach and Gimli, Man..... | 9·4 | B.C. daily ex. Sunday. |
| Halifax & South Western Ry..... | Liverpool and Barrington Passage, N.S. | 86 | B.C. tri-weekly. |
| Intercolonial Railway..... | Chatham and Loggieville, N.B..... | 5 | B.C. semi-daily ex. Sunday. |
| Prince Edward Island Ry..... | Murray Harbour and Charlottetown, P. E. I..... | 47·8 | R. P. O. daily ex. Sunday. |
| “ “..... | Montague Jetty and Montague Bridge, P. E. I..... | 6·4 | B.C. daily ex. Sunday. |
| Quebec Central Railway..... | Beauceville and St. George, Que..... | 18 | R. P. O. daily ex. Sunday. |
| “ “..... | Beauceville and Sr. George, Que..... | 18 | B.C. daily ex. Sunday. |
| Temiskaming & Northern Ontario Railway..... | Heaslip and Englehart, Ont..... | 3·00 | B.C. daily ex. Sunday. |
| | | 544·5 | |

SESSIONAL PAPER No. 24

APPENDIX L—Continued.

RAILWAY MAIL SERVICE—Continued.

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service:—

| Railway. | Terminal Points. | Distance in Miles. | Particulars. |
|------------------------------------|-------------------------------|--------------------|---|
| Canadian Northern Ry. | North Battleford—Edmonton. | 254.3 | B.C. superseded by R.P.O. |
| " | " | 65.8 | B.C. increased from semi to tri-weekly |
| " | Winnipeg—Oak Point. | 19.1 | Additional semi-weekly service by B.C. |
| " | Port Arthur—Stanley Jctn. | | |
| " | Winnipeg—Edmonton | 827 | R.P.O. increased from six to seven days per week. |
| Canadian Pacific Ry. | Winnipeg—Emerson | 63.9 | B.C. superseded by R.P.O. |
| " | Winnipeg—Gretna | 69.3 | R.P.O. superseded by B.C. |
| " | Calgary—Strathcona. | 191.8 | B.C. Sundays superseded by R.P.O. |
| " | Lacombe—Stettler. | 49.6 | B.C. increased from tri-weekly to daily except Sunday. |
| " | Wetaskiwin—Haidisty. | 95 | B.C. increased from tri-weekly to daily except Sunday. |
| " | Elkhorn—Strassburg. | 207 | B.C. superseded by R.P.O. |
| " | Winnipeg—Gimli. | 58.1 | B.C. increased from tri-weekly to daily except Sunday. |
| " | Brandon—Regina. | 239.3 | B.C. superseded by R.P.O. |
| " | Macleod—Calgary. | 106.4 | Additional weekly service by B.C. |
| " | Macleod—Lethbridge. | 36 | B.C. service daily except Sunday, one way. |
| " | Deloraine—Lyleton. | 36.5 | B.C. superseded by R.P.O. |
| " | Montreal—Sault Ste. Marie. | 613.40 | R.P.O. increased from six to seven days per week. |
| " | Vanceboro—St. John, N.B. | 90.1 | B.C. superseded by R.P.O. |
| " | St. Jerome—St. Agathe. | 30.33 | Additional tri-weekly service by B.C. |
| " | Lindsay—Bobeaygeon. | 16.1 | Additional service by B.C. daily except Sunday. |
| Grand Trunk Ry. | Bridgeburg—Brantford. | 76.43 | B.C. superseded by R.P.O. |
| " | Port Hope—Blackwater Jctn. | 72.64 | " |
| " | Sutton West—Stouffville | 25.22 | Additional service by B.C. daily except Sunday. |
| Halifax & South Western Railway | Halifax—Barrington Passage. | 198.2 | Additional tri-weekly service by B.C. |
| Hampton & St. Martin's Railway | Hampton—St. Martins, N.B. | 30 | Additional service by B.C. daily except Sunday. |
| Intercolonial Ry. | North Sydney—Sydney Mines. | 2.7 | Additional service by B.C. daily except Sunday. |
| Quebec & Lake St. John Railway | Quebec, Roberval—Chicoutimi. | 454 | Additional weekly service by B.C. each way. |
| Quebec, Montreal and Southern Ry. | St. Hyacinthe—Iberville Jctn. | 29.3 | Additional service by B.C. daily except Sunday. |
| Temiskaming & Northern Ontario Ry. | New Liskeard—Englehart. | 26 | B.C. increased from tri-weekly to daily, except Sunday. |

APPENDIX L—Continued.

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to Mar. 31, 1907.

| DATE. | Miles of railway in operation on which mails are carried. | Daily service by postal cars. Distance travelled in miles. | Daily service by baggage cars. Distance travelled in miles. | TOTAL DISTANCE. | |
|---------------------|---|--|---|-----------------|------------|
| | | | | Daily. | Yearly. |
| In June, 1896..... | 14,669 | 28,654 | 19,153 | 47,807 | 14,915,784 |
| " 1895..... | 14,463 | 30,435 | 20,119 | 50,554 | 14,836,735 |
| | 206 | 1,781 | 966 | 2,747 | 79,049 |
| In June, 1897..... | 14,779 | 29,000 | 19,302 | 48,302 | 15,118,526 |
| " 1896..... | 14,669 | 28,654 | 19,153 | 47,807 | 14,915,784 |
| | 110 | 346 | 149 | 495 | 202,742 |
| In June, 1898..... | 15,324 | 29,540 | 20,855 | 50,395 | 15,773,635 |
| " 1897..... | 14,779 | 29,000 | 19,302 | 48,302 | 15,118,526 |
| | 545 | 540 | 1,553 | 2,093 | 655,109 |
| In June, 1899..... | 15,848 | 31,000 | 21,898 | 52,898 | 16,132,255 |
| " 1898..... | 15,324 | 29,540 | 20,855 | 50,395 | 15,773,635 |
| | 524 | 1,460 | 1,043 | 2,503 | 358,620 |
| In June, 1900..... | 16,354 | 33,514 | 24,754 | 58,268 | 16,743,466 |
| " 1899..... | 15,848 | 31,000 | 21,898 | 52,898 | 16,132,255 |
| | 506 | 2,514 | 2,856 | 5,370 | 611,211 |
| In June, 1901..... | 16,962 | 34,695 | 26,014 | 60,709 | 17,625,847 |
| " 1900..... | 16,354 | 33,514 | 24,754 | 58,268 | 16,743,466 |
| | 608 | 1,181 | 1,260 | 2,441 | 882,381 |
| In June, 1902..... | 17,268 | 35,000 | 26,712 | 61,712 | 18,249,389 |
| " 1901..... | 16,962 | 34,695 | 26,014 | 60,709 | 17,625,847 |
| | 306 | 305 | 698 | 1,003 | 623,542 |
| In June, 1903..... | 17,441 | 35,262 | 27,340 | 62,602 | 18,666,598 |
| " 1902..... | 17,268 | 35,000 | 26,712 | 61,712 | 18,249,389 |
| | 173 | 262 | 628 | 890 | 417,209 |
| In June, 1904..... | 18,361 | 36,249 | 28,200 | 64,449 | 19,756,019 |
| " 1903..... | 17,441 | 35,262 | 27,340 | 62,602 | 18,666,598 |
| | 920 | 987 | 860 | 1,847 | 1,089,421 |
| In June, 1905..... | 19,179 | 40,626 | 29,096 | 69,722 | 20,903,947 |
| " 1904..... | 18,361 | 36,249 | 28,200 | 64,449 | 19,756,019 |
| | 818 | 4,377 | 896 | 5,273 | 1,147,928 |
| In June, 1906..... | 20,274 | 45,857 | 29,790 | 75,647 | 23,672,855 |
| " 1905..... | 19,179 | 40,626 | 29,096 | 69,722 | 20,903,947 |
| | 1,095 | 5,231 | 694 | 5,925 | 2,768,908 |
| In March, 1907..... | 20,818 | 46,263 | 29,166 | 75,429 | 17,650,610 |
| In June, 1906..... | 20,274 | 45,857 | 29,790 | 75,647 | 23,672,855 |
| | 544 | 406 | 624 | 218 | 6,022,245 |

APPENDIX L--*Continued.*

DETAIL of service performed by postal and baggage car during the fiscal year 1906-7.

POSTAL CAR.

| Frequency. | Miles. |
|-------------------------------|-----------|
| Daily, including Sundays..... | 13,103 47 |
| Daily, excluding Sundays..... | 30,275 26 |
| Tri-weekly..... | 982 30 |
| Weekly..... | 923 17 |
| | 45,284 30 |

Or when reduced to a daily (except Sunday) basis, 46,263 78.

BAGGAGE CAR.

| Frequency. | Miles. |
|-------------------------------|-----------|
| Daily, including Sundays..... | 3,477 29 |
| Daily, excluding Sundays..... | 20,713 55 |
| Five times a week..... | 7 57 |
| Tri-weekly..... | 7,556 90 |
| Semi-weekly..... | 476 04 |
| Weekly..... | 2,625 27 |
| | 34,856 95 |

Or when reduced to a daily (except Sunday) basis, 29,166 17.

APPENDIX L—*Concluded.*

In addition to the mileage by railway the following mail service by water was performed during the fiscal year 1906-7 :—

| District. | Mileage. | | | | | | |
|---|-----------|--------------------------------|-----------|------------------|-----------|--|---------|
| British Columbia | 767,527 | | | | | | |
| Manitoba | 20,160 | | | | | | |
| Ontario | 253,840 | | | | | | |
| Quebec | 146,925 | | | | | | |
| New Brunswick | 110,640 | | | | | | |
| Nova Scotia | 180,065 | | | | | | |
| Prince Edward Island | 33,345 | | | | | | |
| Total | 1,512,502 | | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Service performed 1905-6</td> <td style="text-align: right;">1,774,688</td> </tr> <tr> <td style="padding-left: 20px;">" " 1906-7</td> <td style="text-align: right;">1,512,502</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">262,166</td> </tr> </table> | | Service performed 1905-6 | 1,774,688 | " " 1906-7 | 1,512,502 | | 262,166 |
| Service performed 1905-6 | 1,774,688 | | | | | | |
| " " 1906-7 | 1,512,502 | | | | | | |
| | 262,166 | | | | | | |

B. M. ARMSTRONG,
Controller, R.M.S.

R. M. COULTER,
Deputy Postmaster General.



ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE FISCAL PERIOD FROM

JULY 1, 1906, to MARCH 31, 1907

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1907

*To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey,
G.C.M.G., &c., &c., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the fiscal period ending March 31, 1907.

Respectfully submitted,

FRANK OLIVER,

Minister of the Interior.

OTTAWA, August 10, 1907.

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REPORT
OF THE
DEPUTY MINISTER OF THE INTERIOR
1906-7

DEPARTMENT OF THE INTERIOR,

OTTAWA, July 15, 1907.

The Honourable FRANK OLIVER,
Minister of the Interior.

SIR,—I have the honour to submit the annual report of the Department of the Interior for the nine months of the fiscal year ending March 31, 1907. The provision which was made some time ago changing the date of the commencement of the fiscal year from July 1 to April 1, has made it necessary that a corresponding change should be made in the various statements of immigrant arrivals and of lands disposed of, so that the results of the work shown in the report have reference to nine months only, or three-quarters of the year, as compared with the previous fiscal period 1905-6.

As will be observed from the returns submitted, the general results obtained, both from a financial standpoint and as regards the opening up and settlement of the vacant lands of the western provinces, have been highly satisfactory. Briefly, these results may be summarized as follows: Total revenue, \$2,278,548.21, or a net increase of \$753,333.28 as compared with the corresponding previous nine months; immigrant arrivals, 124,667, and free homestead entries, 21,647. It may be added that the immigrant arrivals during the twelve months ending June 30, last, reached the quarter million mark, as compared with 189,064 during the previous year ending June 30, 1906.

In order to expedite the issue of the general report, it has been found necessary again this year to publish the reports of the Surveyor General, except the introductory portion, and of the Chief Astronomer as supplementaries, and they will, therefore, appear in monograph form. While this arrangement permits of the general report being issued at an earlier date than could otherwise be done, it offers another advantage, inasmuch as the demand for the two reports referred to, which are chiefly of a technical nature, is made by persons who are not, as a rule, particularly interested in the other matters dealt with in the general report, and the issue, therefore, of these reports in monograph form would appear to be advisable, both as a matter of convenience and economy.

NEW APPOINTMENTS.

Mr. Elibu Stewart, who was appointed Superintendent of Forestry on August 15, 1899, resigned that position on March 1, 1907, in order to engage in outside private business. Mr. Stewart had been connected with the Forestry Branch since its inception, and much of the success which has been achieved by the department in the matter of tree planting and forest protection has been due to the zeal and ability which he displayed during his tenure of office. It was largely due to his efforts also that the Dominion Forestry Association, the annual meetings of which in different parts of Canada have been conducive to such satisfactory results, was organized and established on a permanent basis a few years ago.

Mr. R. H. Campbell, who for some time previously had held the position of chief clerk in charge of the Timber Branch, was appointed to succeed Mr. Stewart as Superintendent of Forestry on March 1, 1907. Mr. Campbell is well qualified to perform the duties of this important position, as the special study that he has made of the forest resources of the western provinces, coupled with the experience which he has acquired in timber matters in his capacity as secretary of the Dominion Forestry Association, has enabled him to gain a thorough knowledge of the work.

Mr. B. L. York, who has been a permanent officer of the department since the year 1885, was appointed to the position of chief clerk in charge of the Timber Branch on March 1, 1907.

Mr. J. M. Roberts was promoted to a chief clerkship and placed in charge of the Registration Branch on April 1, 1907, in the place of Mr. K. J. Henry, who, on account of ill-health was compelled to ask for leave of absence, and who has since been assigned to less onerous duties in another branch of the department.

DEATHS.

I regret to have to report two deaths in the inside service during the past year, namely, that of Mr. William F. Boardman, which occurred on January 5, 1907, and that of Mr. H. C. Coones on April 27, last.

STATEMENT showing Gross Cash Revenue received from all sources during the Fiscal Period ended March 31, 1907, compared with the receipts of the corresponding period of the previous fiscal year.

| Revenue. | July 1, 1906, to March 31, 1907. Nine months. | | July 1, 1905, to March 31, 1906. Nine months. | | Increase. | | Decrease. | | Net increase. | |
|---------------------------------------|--|------|--|------|-----------|------|-----------|------|---------------|------|
| | § | cts. | § | cts. | § | cts. | § | cts. | § | cts. |
| Dominion lands | 1,478,749 | 51 | 1,054,371 | 71 | 424,377 | 80 | | | | |
| School lands | 724,353 | 73 | 327,914 | 18 | 396,439 | 55 | | | | |
| Ordnance lands | 6,663 | 90 | 8,340 | 48 | | | 1,676 | 58 | | |
| Registration fees | 46,124 | 20 | 119,027 | 46 | | | 72,903 | 26 | | |
| Fines and forfeitures, N.W.T. | 21 | 00 | 3,304 | 77 | | | 3,283 | 77 | | |
| Fines under Immigration Act | 2,875 | 00 | | | 2,875 | 00 | | | | |
| Casual revenue | 8,910 | 81 | 3,845 | 33 | 5,065 | 48 | | | | |
| Seed grain | 10,850 | 06 | 8,411 | 00 | 2,439 | 06 | | | | |
| | 2,278,548 | 21 | 1,525,214 | 93 | 831,196 | 89 | 77,863 | 61 | 753,333 | 28 |

SESSIONAL PAPER No. 25

DOMINION Lands Revenue (cash and scrip) for the Fiscal Period ended March 31, 1907.

| Agencies, &c. | Cash. | Scrip. | Total. |
|--|------------|-----------|------------|
| <i>Yukon Territory.</i> | \$ cts. | \$ cts. | \$ cts. |
| Sales of land..... | 6,773 39 | | |
| Rental of land..... | 1,943 92 | | |
| Map sales, office fees, &c..... | 42 50 | | |
| Survey fees..... | 100 00 | | |
| Timber dues..... | 15,732 58 | | |
| Hay permits..... | 105 00 | | |
| Mining fees..... | 102,334 25 | | |
| Export tax on gold..... | 82,622 42 | | |
| Free certificate for export on gold..... | 215 50 | | |
| Free miner's certificates..... | 13,309 75 | | |
| Hydraulic leases..... | 3,345 88 | | |
| Dredging leases..... | 1,960 00 | | |
| Coal lands..... | 517 34 | | |
| Rent of water-power..... | 500 00 | | |
| Suspense accounts..... | 588 00 | | |
| | 230,090 53 | | 230,090 53 |
| <i>Dominion Lands Agencies.</i> | | | |
| Alameda..... | 22,959 13 | | 22,959 13 |
| Battleford..... | 46,563 47 | 1,120 00 | 47,683 47 |
| Brandon..... | 6,732 92 | | 6,732 92 |
| Calgary..... | 68,341 38 | 1,200 00 | 69,541 38 |
| Dauphin..... | 9,138 50 | | 9,138 50 |
| Edmonton..... | 79,689 57 | 149 62 | 79,839 19 |
| Humboldt (5 months)..... | 9,110 74 | 134 25 | 9,244 99 |
| Kamloops..... | 7,827 62 | | 7,827 62 |
| Lethbridge..... | 294,565 66 | 2,939 46 | 297,505 12 |
| Minnedosa (3 months closed)..... | 1,032 61 | | 1,032 61 |
| Moose-jaw (1 month)..... | 610 25 | | 610 25 |
| New Westminster..... | 6,587 84 | | 6,587 84 |
| Prince Albert..... | 14,647 52 | 1,080 29 | 15,727 81 |
| Red Deer..... | 29,649 63 | 1,106 67 | 30,755 30 |
| Regina..... | 98,793 96 | 2,179 60 | 100,973 56 |
| Winnipeg..... | 20,098 63 | 1,440 00 | 21,538 63 |
| Yorkton..... | 27,404 08 | | 27,404 08 |
| | 743,753 51 | 11,349 89 | 755,103 40 |
| Carried forward..... | 973,844 04 | 11,349 89 | 985,193 93 |

DOMINION LANDS REVENUE.

DOMINION Lands Revenue (cash and scrip) for the Fiscal Period ended March 31,
1907—Continued.

| Agencies, &c. | Cash. | | Scrip. | | Total. | |
|----------------------------------|-----------|--------|-----------|------|-----------|------|
| | § | cts. | § | cts. | § | cts. |
| Brought forward..... | 973,844 | 04 | 11,349 | 89 | 985,193 | 93 |
| <i>Crown Timber Agencies.</i> | | | | | | |
| Alameda..... | | 3 00 | | | | |
| Battleford..... | | 56 75 | | | | |
| Brandon..... | | 92 15 | | | | |
| Calgary..... | 15,094 | 91 | | | | |
| Dauphin..... | 5,699 | 95 | | | | |
| Edmonton..... | 39,046 | 08 | | | | |
| Humboldt (5 months)..... | | 32 75 | | | | |
| Lethbridge..... | | 811 18 | | | | |
| Minnedosa (3 months closed)..... | 1,503 | 51 | | | | |
| Moosejaw (1 month)..... | | 25 | | | | |
| New Westminster..... | 185,168 | 80 | | | | |
| Prince Albert..... | 24,677 | 73 | | | | |
| Red Deer..... | | 393 06 | | | | |
| Regina..... | | 267 51 | | | | |
| Winnipeg..... | 89,515 | 61 | | | | |
| Yorkton..... | 1,380 | 50 | | | | |
| | 363,743 | 74 | | | 363,743 | 74 |
| Rocky Mountains Park..... | 15,883 | 51 | 3 91 | | 15,887 | 42 |
| Irrigation fees..... | 404 | 51 | | | 404 | 51 |
| Survey fees..... | 50,862 | 03 | | | 50,862 | 03 |
| Patent fees and interchange..... | 205 | 00 | | | 205 | 00 |
| Map sales, office fees, &c..... | 4,696 | 47 | | | 4,696 | 47 |
| Examination fees, D.L.S..... | 420 | 00 | | | 420 | 00 |
| Re-funds of refunds..... | 1,239 | 76 | | | 1 239 76 | |
| Mining fees..... | 1,367 | 50 | | | 1,367 | 50 |
| Hay lands..... | 1,104 | 95 | | | 1,104 | 95 |
| Grazing lands..... | 43,711 | 91 | 400 00 | | 44,111 | 91 |
| Coal lands..... | 2,804 | 62 | | | 2,804 | 62 |
| Stone quarries..... | 1,526 | 38 | | | 1,526 | 38 |
| Dredging leases..... | 2,139 | 00 | | | 2,139 | 00 |
| Townsite sales..... | 9,085 | 32 | | | 9,085 | 32 |
| Suspense account..... | 3,696 | 97 | | | 3,696 | 97 |
| Miscellaneous..... | 2,022 | 80 | | | 2,022 | 80 |
| | 141,161 | 73 | 403 91 | | 141,565 | 64 |
| | 1,478,749 | 51 | 11,753 80 | | 1,490,503 | 31 |
| Refunds..... | 35,117 | 48 | | | 35,117 | 48 |
| Total..... | 1,443,632 | 03 | 11,753 80 | | 1,455,383 | 83 |

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DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1905-1906, compared with the receipts for the previous fiscal year.

| Agencies, &c. | Cash and Scrip 1905-1906. | | Cash and Scrip 1904-1905. | | Decrease. | | Increase. | |
|---|------------------------------|------|------------------------------|------|-----------|------|-----------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| <i>Yukon Territory.</i> | | | | | | | | |
| Sales of land..... | 6,949 | 29 | 7,637 | 04 | 687 | 75 | | |
| Rentals of land..... | 14,549 | 92 | 18,496 | 93 | 3,947 | 01 | | |
| Survey fees..... | 100 | 00 | 100 | 00 | | | | |
| Map sales, office fees, &c..... | 111 | 50 | 161 | 00 | 49 | 50 | | |
| Timber dues..... | 20,637 | 69 | 25,563 | 97 | 4,866 | 28 | | |
| Coal lands..... | 556 | 30 | 69 | 93 | | | 480 | 37 |
| Hay lands..... | 194 | 50 | 283 | 00 | 88 | 50 | | |
| Grazing lands..... | 10 | 00 | 9 | 92 | | | | 08 |
| Mining fees..... | 86,842 | 75 | 92,854 | 00 | 6,011 | 25 | | |
| Export tax on gold..... | 163,963 | 25 | 206,755 | 87 | 42,792 | 62 | | |
| Hydraulic leases..... | 9,391 | 89 | 6,957 | 05 | | | 2,434 | 84 |
| Dredging leases..... | 881 | 70 | 385 | 78 | | | 495 | 92 |
| Free miner's certificates..... | 28,118 | 02 | 46,022 | 53 | 17,904 | 51 | | |
| Free certificates for export of gold..... | 381 | 50 | 452 | 00 | 70 | 50 | | |
| Royalty on water sold..... | | | 65 | 65 | 65 | 65 | | |
| Suspense account..... | 2,295 | 75 | 953 | 59 | | | 1,342 | 25 |
| | 334,978 | 06 | 406,708 | 17 | 76,483 | 57 | 4,753 | 46 |
| <i>Dominion Lands Agencies.</i> | | | | | | | | |
| Alameda..... | 48,565 | 37 | 30,225 | 25 | | | 18,340 | 12 |
| Battleford..... | 81,154 | 52 | 38,397 | 56 | | | 42,756 | 96 |
| Brandon..... | 15,505 | 70 | 11,946 | 33 | | | 3,559 | 37 |
| Calgary..... | 105,710 | 00 | 43,585 | 27 | | | 62,124 | 73 |
| Dauphin..... | 8,809 | 35 | 7,086 | 07 | | | 1,723 | 28 |
| Edmonton..... | 77,585 | 97 | 36,133 | 56 | | | 41,452 | 41 |
| Kamloops..... | 24,423 | 57 | 13,005 | 36 | | | 11,328 | 21 |
| Lethbridge..... | 184,345 | 68 | 63,305 | 95 | | | 121,039 | 13 |
| Minnedosa..... | 5,456 | 19 | 5,586 | 59 | 130 | 40 | | |
| New Westminster..... | 4,994 | 60 | 4,431 | 85 | | | 562 | 75 |
| Prince Albert..... | 25,815 | 07 | 25,128 | 30 | | | 686 | 87 |
| Red Deer..... | 43,811 | 74 | 24,953 | 77 | | | 18,857 | 97 |
| Regina..... | 164,027 | 79 | 107,939 | 13 | | | 56,088 | 66 |
| Winnipeg..... | 47,262 | 22 | 26,925 | 00 | | | 20,337 | 22 |
| Yorkton..... | 56,513 | 55 | 55,326 | 56 | | | 1,186 | 99 |
| | 893,980 | 82 | 494,066 | 55 | 130 | 40 | 400,044 | 67 |
| Carried forward..... | 1,228,958 | 88 | 900,774 | 72 | 76,613 | 97 | 404,798 | 13 |

NOTE.—Decrease in Yukon Revenue, \$71,730 11.
Increase in Land Agencies, \$399,914. 27.

DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1905-1906, compared with the receipts for the previous fiscal year.

| Agencies, &c. | Cash and Scrip 1905-1906. | Cash and Scrip 1904-1905. | Decrease. | Increase. |
|-------------------------------------|------------------------------|------------------------------|------------|------------|
| | § cts. | § cts. | § cts. | § cts. |
| Brought forward..... | 1,228,958 88 | 900,774 72 | 76,613 97 | 404,798 13 |
| <i>Crown Timber Agencies.</i> | | | | |
| Alameda..... | 86 00 | 143 00 | 57 00 | |
| Battleford..... | 134 75 | 561 80 | 427 05 | |
| Brandon..... | 115 85 | 764 75 | 648 90 | |
| Calgary..... | 16,940 18 | 16,443 09 | | 497 09 |
| Dauphin..... | 11,126 38 | 9,398 26 | | 1,728 12 |
| Edmonton..... | 18,759 74 | 37,255 14 | 18,495 40 | |
| Lethbridge..... | 1,057 30 | 623 62 | | 433 68 |
| Minnedosa..... | 1,083 08 | 890 60 | | 192 48 |
| New Westminster..... | 82,482 97 | 70,979 27 | | 11,503 70 |
| Prince Albert..... | 28,327 61 | 38,057 77 | 9,730 16 | |
| Red Deer..... | 337 66 | 1,017 68 | 680 02 | |
| Regina..... | 500 25 | 292 55 | | 207 70 |
| Winnipeg..... | 110,154 02 | 64,689 16 | | 45,464 86 |
| Yorkton..... | 941 05 | 330 80 | | 610 25 |
| | 272,046 84 | 241,447 49 | 30,038 53 | 60,637 88 |
| <i>Miscellaneous.</i> | | | | |
| Rocky Mountains Park of Canada..... | 18,883 83 | 14,039 55 | | 4,824 28 |
| Irrigation fees..... | 528 25 | 303 00 | | 225 25 |
| Map sales, office fees, &c..... | 5,032 94 | 3,908 48 | | 1,124 46 |
| Survey fees..... | 115,995 80 | 122,668 22 | 6,672 42 | |
| Patent fees..... | 426 25 | 560 00 | 133 75 | |
| Examination fees, D.L.S..... | 474 00 | 906 50 | 432 50 | |
| Refunds of refunds..... | 154 44 | 285 50 | 131 06 | |
| Mining fees..... | 965 00 | 1,147 00 | 182 00 | |
| Hay lands..... | 2,685 55 | 2,152 99 | | 532 56 |
| Dredging leases..... | 942 92 | 6,730 12 | 5,787 20 | |
| Grazing leases..... | 51,633 89 | 41,372 76 | | 10,261 13 |
| Coal lands..... | 1,735 88 | 698 90 | | 1,036 98 |
| Rent of water-power..... | 115 93 | 49 77 | | 66 16 |
| Rentals of land..... | 191 24 | 115 74 | | 75 50 |
| Assay charges..... | 1,111 17 | 1,480 67 | 369 50 | |
| Suspense account..... | 6,652 14 | | | 6,652 14 |
| Miscellaneous..... | 760 33 | 720 94 | | 39 39 |
| | 208,309 56 | 197,160 14 | 13,708 43 | 24,857 85 |
| Refunds..... | 1,709,315 28 | 1,339,382 35 | 120,366 93 | 490,293 86 |
| | 33,418 36 | 25,786 90 | | 7,631 46 |
| Total..... | 1,675,896 92 | 1,313,595 45 | 120,366 93 | 482,662 40 |

NOTE.—Increase in Crown Timber Agencies, \$30,599.35.
 " " " " Miscellaneous, including refunds, \$3,517.96.
 Net increase, \$362,301.47.

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DOMINION LANDS REVENUE.

STATEMENT of Receipts on Account of Dominion Lands Revenue for the Fiscal Period ended March 31, 1907 (Net Cash Revenue, nine months).

| Particulars. | Amount. |
|---|--------------|
| | \$ cts. |
| Homestead fees..... | 215,449 55 |
| Improvements..... | 39,763 63 |
| General sales of lands..... | 494,117 12 |
| Map sales, office fees, &c..... | 5,449 06 |
| Rental of lands..... | 2,196 73 |
| Timber dues..... | 379,476 32 |
| Grazing lands..... | 43,711 91 |
| Coal lands..... | 3,321 96 |
| Hay permits..... | 1,209 95 |
| Mining fees..... | 103,701 75 |
| Hydraulic leases..... | 3,345 88 |
| Dredging leases..... | 4,099 00 |
| Export tax on gold..... | 82,622 42 |
| Free miner's certificates..... | 13,309 75 |
| Free certificates for export of gold..... | 215 50 |
| Rent of water-power..... | 500 00 |
| Survey fees..... | 50,962 03 |
| Irrigation fees..... | 404 51 |
| Fees <i>vs</i> Board of Examiners, D.L.S..... | 420 00 |
| Rocky Mountains Park of Canada..... | 15,883 51 |
| Patents fees and interchange fees..... | 685 00 |
| Refunds of refunds..... | 1,230 76 |
| Stone quarries..... | 1,526 38 |
| Townsite sales..... | 9,085 32 |
| Suspense account..... | 4,284 97 |
| Miscellaneous..... | 1,776 50 |
| | 1,478,749 51 |
| Refunds..... | 35,117 48 |
| | 1,443,632 03 |

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STATEMENT of Receipts of Dominion Lands Revenue for the Fiscal Year ended June 30, 1906, compared with the Receipts for the previous year.

(NET CASH REVENUE.)

| Particulars. | 1905-1906. | | 1904-1905. | | Increase. | | Decrease. | | Net Increase. | |
|---|------------|------|------------|------|-----------|------|-----------|------|---------------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Homestead fees..... | 417,834 | 25 | 304,806 | 25 | 113,028 | 00 | | | | |
| Improvements..... | 31,795 | 19 | 21,571 | 25 | 10,223 | 94 | | | | |
| General sales of land..... | 442,588 | 69 | 154,128 | 04 | 288,460 | 65 | | | | |
| Map sales, office fees, &c..... | 6,042 | 34 | 4,879 | 13 | 1,163 | 21 | | | | |
| Timber dues..... | 292,684 | 53 | 266,951 | 46 | 25,733 | 07 | | | | |
| Grazing lands..... | 51,583 | 89 | 36,145 | 32 | 15,438 | 57 | | | | |
| Coal lands..... | 2,286 | 18 | 768 | 83 | 1,517 | 35 | | | | |
| Hay permits..... | 2,880 | 05 | 2,435 | 99 | 444 | 06 | | | | |
| Mining fees..... | 87,807 | 75 | 94,001 | 00 | | | 6,193 | 25 | | |
| Hydraulic leases..... | 9,891 | 89 | 6,957 | 05 | 2,434 | 84 | | | | |
| Dredging leases..... | 1,824 | 62 | 7,115 | 90 | | | 5,291 | 28 | | |
| Export tax on gold..... | 163,963 | 25 | 206,755 | 87 | | | 42,792 | 62 | | |
| Free miner's certificates..... | 28,118 | 02 | 46,022 | 53 | | | 17,904 | 51 | | |
| Rent of water-power..... | 115 | 93 | 49 | 77 | 66 | 16 | | | | |
| Royalty on water sold..... | | | 65 | 65 | | | 65 | 65 | | |
| Free certificates for export of gold..... | 381 | 50 | 452 | 00 | | | 79 | 50 | | |
| Patent and interchange fees..... | 976 | 25 | 1,205 | 00 | | | 228 | 75 | | |
| Survey fees..... | 116,095 | 80 | 122,768 | 22 | | | 6,672 | 42 | | |
| Irrigation fees..... | 528 | 25 | 303 | 00 | 225 | 25 | | | | |
| Extra assay charges..... | 1,111 | 17 | 1,480 | 07 | | | 369 | 50 | | |
| Rocky Mountains Park of Canada..... | 18,883 | 83 | 14,044 | 55 | 4,839 | 28 | | | | |
| Yoho Park..... | | | | | | | | | | |
| Rentals of lands..... | 14,980 | 97 | 18,694 | 48 | | | 3,713 | 51 | | |
| Fees re examinations of D.L.S..... | 474 | 00 | 906 | 50 | | | 432 | 50 | | |
| Suspense account..... | 8,947 | 89 | | | 8,947 | 89 | | | | |
| Miscellaneous..... | 284 | 47 | 1,976 | 94 | | | 1,692 | 47 | | |
| Refunds..... | 1,701,580 | 71 | 1,314,485 | 40 | 472,522 | 27 | 85,426 | 96 | | |
| | 33,418 | 36 | 22,184 | 26 | 11,234 | 10 | | | | |
| Totals..... | 1,668,162 | 35 | 1,292,301 | 14 | 461,288 | 17 | 85,426 | 96 | 375,861 | 21 |

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STATEMENT of the Rocky Mountains Park Revenue for the Nine Months ended March 31, 1907.

| Particulars. | July 1, 1906, to March 31, 1907. | | Total. | |
|--------------------------------------|--|------|--------|------|
| | \$ | cts. | \$ | cts. |
| Rent. | 3,873 | 01 | | |
| Timber dues | 679 | 46 | | |
| Water rates. | 183 | 75 | | |
| Cave and Basin (tickets). | 1,950 | 75 | | |
| Hot Springs (tickets) | 2,121 | 00 | | |
| Dog licenses | 193 | 00 | | |
| Drivers and livery licenses. | 226 | 00 | | |
| Peddlers' licenses. | 14 | 00 | | |
| Billiard and pool licenses. | 33 | 35 | | |
| Butcher licenses. | 20 | 00 | | |
| Boat licenses. | 32 | 00 | | |
| Grazing lands. | 182 | 50 | | |
| Camping permits. | 15 | 00 | | |
| Coal lands. | 6,215 | 44 | | |
| Transfer fees | 64 | 00 | | |
| Lime. | 30 | 50 | | |
| Fines. | 49 | 50 | | |
| Miscellaneous. | | 25 | | |
| Total cash. | | | 15,883 | 51 |
| Scrap. | | | | 3 91 |
| | | | 15,887 | 42 |

NOTE—The revenue for the corresponding nine months of the previous fiscal year was \$13,088.01. The total revenue collected in the Park from the commencement to March 31, 1907, was \$106,985.25.

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REVENUE.

Owing to the fact that these statements cover the revenue for nine months only of the past fiscal year, it has not been found advisable to establish a comparison with the previous corresponding nine months as regards each source of revenue as shown in the various detailed statements, but such a comparison has been made with reference to the gross revenue, and it is gratifying to note that this shows an increase of \$753,333.28. It may be mentioned, however, that the item referred to covers an increase of \$396,439.55 derived from the sale of school lands which cannot properly be classified as a Dominion asset. Nevertheless, exclusive of this amount, there remains the substantial increase of \$356,893.73 in the gross cash revenue of the department during the period mentioned. For convenience, and for purposes of comparison, the detailed statements of revenue, both as regards cash and scrip, and as regards cash only, for the years 1904-1905 and 1905-1906, have been re-inserted in this year's report.

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STATEMENT of Land Sales by Railway Companies having Government

| YEAR. | HUDSON'S BAY COMPANY. | | CANADIAN PACIFIC RAILWAY COMPANY. | | MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY COMPANY. | | QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILROAD AND STEAMBOAT COMPANY. | |
|-----------------------------------|-----------------------|-----------|-----------------------------------|------------|--|-----------|--|-----------|
| | Acres. | Amount. | Acres. | Amount. | Acres. | Amount. | Acres. | Amount. |
| | | \$ | | \$ | | \$ | | \$ |
| 1893..... | | | 93,184 | 295,288 | 14,164 | 57,559 | 1,603 | ..... |
| 1894..... | 7,526 | 48,225 | 43,155 | 131,628 | 6,312 | 28,003 | 640 | ..... |
| 1895..... | 4,431 | 23,209 | 55,453 | 176,950 | 5,623 | 22,330 | 2,391 | ..... |
| 1896..... | 9,299 | 52,410 | 66,624 | 220,360 | 21,254 | 88,568 | 286 | ..... |
| 1897..... | 10,784 | 53,277 | 135,681 | 431,095 | 63,800 | 234,644 | 2,524 | ..... |
| 1898..... | 62,000 | 310,000 | 242,135 | 757,792 | 106,473 | 363,982 | 22,534 | ..... |
| 1899..... | 56,875 | 274,625 | 261,832 | 814,857 | 58,019 | 199,458 | 61,030 | 178,517 |
| (Fiscal Year) | | | | | | | | |
| 1900..... | 70,196 | 352,631 | 379,091 | 1,152,836 | 133,507 | 437,449 | 18,932 | 53,974 |
| (Fiscal Year) | | | | | | | | |
| 1901..... | 82,308 | 399,804 | 339,985 | 1,046,665 | 59,749 | 214,953 | 22,266 | 74,810 |
| (Fiscal Year) | | | | | | | | |
| 1902..... | 269,577 | 1,412,332 | 1,362,478 | 4,440,500 | 206,411 | 713,365 | 39,835 | 147,365 |
| (Fiscal Year) | | | | | | | | |
| 1903..... | 330,046 | 1,939,804 | 2,260,722 | 8,472,250 | 250,372 | 699,210 | 843,900 | 1,476,900 |
| (Fiscal Year) | | | | | | | | |
| 1904..... | 144,857 | 879,910 | 857,474 | 3,516,864 | 29,522 | 113,303 | ..... | ..... |
| (Fiscal Year) | | | | | | | | |
| 1905..... | 139,721 | 865,905 | 411,451 | 2,045,800 | 80,342 | 296,936 | ..... | ..... |
| (Fiscal Year) | | | | | | | | |
| 1906..... | 236,191 | 1,863,375 | 1,012,322 | 6,015,060 | 83,418 | 360,889 | ..... | ..... |
| (9 months to March 31, 1907)..... | 69,158 | 742,221 | 851,083 | 4,817,632 | 3,051 | 22,645 | 1,353 | 16,789 |
| Totals..... | 1,492,969 | 9,217,728 | 8,372,670 | 34,335,577 | 1,122,017 | 3,853,294 | 1,017,294 | 1,948,355 |

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Land Grants and by the Hudson's Bay Company.

| CALGARY AND EDMONTON RAILWAY COMPANY. | | CANADIAN NORTHERN RAILWAY COMPANY. | | GREAT NORTHWEST CENTRAL RAILWAY COMPANY. | | TOTALS. | | AVERAGE PER ACRE. |
|---------------------------------------|-----------|------------------------------------|-----------|--|---------|------------|------------|-------------------|
| Acres. | Amount. | Acres. | Amount. | Acres. | Amount. | Acres. | Amount. | |
| | § | | § | | § | | § | § cts. |
| 11,260 | | | | | | 120,211 | 352,847 | 2 93 |
| 11,035 | | | | | | 68,668 | 207,856 | 3 02 |
| 46,815 | | | | | | 114,713 | 222,489 | 1 94 |
| 19,553 | | | | | | 108,016 | 361,338 | 3 34 |
| 9,436 | | | | | | 222,225 | 719,016 | 3 23 |
| 15,481 | | | | | | 418,623 | 1,431,774 | 3 18 |
| 24,738 | 53,335 | | | | | 462,494 | 1,520,792 | 3 28 |
| 46,653 | 128,256 | | | | | 648,379 | 2,125,146 | 3 27 |
| 116,719 | 352,037 | | | | | 621,027 | 2,088,269 | 3 36 |
| 323,494 | 1,033,396 | | | | | 2,201,795 | 7,746,958 | 3 56 |
| 231,800 | 909,600 | 183,736 | 631,503 | 128,435 | 522,490 | 4,229,011 | 14,651,757 | 3 46 |
| 129,007 | 563,507 | 64,469 | 313,575 | 41,858 | 177,081 | 1,267,187 | 5,564,240 | 4 39 |
| 105,191 | 512,898 | 231,797 | 1,221,469 | 17,593 | 103,564 | 990,005 | 5,046,572 | 5 09 |
| 85,784 | 480,063 | 204,966 | 1,014,351 | 20,003 | 137,503 | 1,642,684 | 9,871,241 | 6 01 |
| 59,515 | 346,061 | 289,576 | 1,711,109 | 4,623 | 41,470 | 1,277,759 | 7,697,930 | 6 02 |
| 1,231,481 | 4,379,156 | 974,454 | 4,892,007 | 211,912 | 982,108 | 14,422,797 | 59,608,225 | |

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The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the department during the nine months ending March 31, 1906, and March 31, 1907, respectively:—

| | NINE MONTHS ENDING MARCH 31, 1906. | | NINE MONTHS ENDING MARCH 31, 1907. | |
|------------------|---------------------------------------|-----------|---------------------------------------|-----------|
| | No. of Entries. | Acres. | No. of Entries. | Acres. |
| Homesteads. | 25,728 | 4,116,480 | 21,647 | 3,463,520 |
| Sales | | 64,301 | | 56,430 |

The following statement shows the number of homestead entries reported in each year since 1874:—

| Departmental Year ended | Number of Entries. |
|-------------------------|--------------------|
| October 31, 1874. | 1,376 |
| “ 31, 1875. | 499 |
| “ 31, 1876. | 347 |
| “ 31, 1877. | 845 |
| “ 31, 1878. | 1,788 |
| “ 31, 1879. | 4,068 |
| “ 31, 1880. | 2,074 |
| “ 31, 1881. | 2,753 |
| “ 31, 1882. | 7,483 |
| “ 31, 1883. | 6,063 |
| “ 31, 1884. | 3,753 |
| “ 31, 1885. | 1,858 |
| “ 31, 1886. | 2,657 |
| “ 31, 1887. | 2,036 |
| “ 31, 1888. | 2,655 |
| “ 31, 1889. | 4,416 |
| “ 31, 1890. | 2,955 |
| “ 31, 1891. | 3,523 |
| “ 31, 1892. | 4,840 |
| “ 31, 1893. | 4,067 |
| “ 31, 1894. | 3,209 |
| December 31, 1895. | 2,394 |
| “ 31, 1896. | 1,857 |
| “ 31, 1897. | 2,384 |
| “ 31, 1898. | 4,848 |
| “ 31, 1899. | 6,689 |
| June 30, 1900. | 7,426 |
| “ 30, 1901. | 8,167 |
| “ 30, 1902. | 14,673 |
| “ 30, 1903. | 31,383 |
| “ 30, 1904. | 26,073 |

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| Departmental Year ended | Number of Entries. |
|------------------------------------|--------------------|
| " 30, 1905..... | 30,819 |
| " 30, 1906..... | 41,869 |
| 9 months ended March 31, 1907..... | 21,647 |

STATEMENT showing the number of homestead entries made during the nine months ended March 31, 1907, and the nationality of the homesteaders, as reported by the several agencies of the department in Manitoba, Saskatchewan, Alberta and British Columbia.

| Nationalities. | Number of Entries. |
|--|--------------------|
| Canadians from Ontario..... | 3,517 |
| " Quebec..... | 418 |
| " Nova Scotia..... | 157 |
| " New Brunswick..... | 92 |
| " Prince Edward Island..... | 87 |
| " Manitoba..... | 640 |
| " Saskatchewan..... | 500 |
| " Alberta..... | 355 |
| " British Columbia 85. Yukon 2..... | 87 |
| Persons who had previous entry..... | 2,199 |
| Newfoundlanders..... | 1 |
| Canadians returned from the United States..... | 493 |
| Americans..... | 6,059 |
| English..... | 3,032 |
| Scotch..... | 807 |
| Irish..... | 252 |
| French..... | 173 |
| Belgians..... | 57 |
| Swiss..... | 29 |
| Italians..... | 2 |
| Roumanians..... | 51 |
| Syrians..... | 13 |
| Germans..... | 352 |
| Austro-Hungarians..... | 1,172 |
| Hollanders..... | 31 |
| Danes (other than Icelanders)..... | 44 |
| Icelanders..... | 69 |
| Swedes..... | 253 |
| Norwegians..... | 281 |
| Russians (other than Mennonites and Doukhobors)..... | 363 |
| Mennonites..... | 6 |
| Doukhobors..... | 36 |
| Chinese..... | 1 |
| Japanese..... | .. |
| Persians..... | 3 |
| Australians..... | 9 |

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| Nationalities. | Number of Entries. |
|-------------------------|--------------------|
| New Zealanders. | 3 |
| Argentiniens. | 1 |
| Armenians. | 1 |
| Servians. | 1 |
| | <hr/> |
| Total. | 21,647 |

Representing 52,524 souls.

STATEMENT showing the number of homestead entries made during the nine months ended March 31, 1907, by persons coming from the various states and territories of the American Union.

| States. | Number of Entries. |
|--------------------------------|--------------------|
| Arizona. | 2 |
| Alabama. | 4 |
| Alaska. | 2 |
| Arkansas. | 11 |
| California. | 54 |
| Carolina, North. | 3 |
| Carolina, South. | |
| Colorado. | 27 |
| Columbia, District of. | |
| Connecticut. | 8 |
| Dakota, North. | 1,697 |
| Dakota, South. | 315 |
| Delaware. | |
| Florida. | |
| Georgia. | 1 |
| Idaho. | 107 |
| Illinois. | 312 |
| Indiana. | 76 |
| Indian Territory. | 7 |
| Iowa. | 509 |
| Kansas. | 139 |
| Kentucky. | 13 |
| Louisiana. | 4 |
| Maine. | 13 |
| Maryland. | 4 |
| Massachusetts. | 50 |
| Michigan. | 327 |
| Minnesota. | 1,161 |
| Mississippi. | 1 |
| Missouri. | 135 |
| Montana. | 199 |
| Nebraska. | 153 |
| Nevada. | 4 |

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| States. | Number of Entries. |
|--------------------|--------------------|
| New Hampshire..... | 10 |
| New Jersey..... | 2 |
| New Mexico..... | 2 |
| New York..... | 94 |
| Ohio..... | 146 |
| Oklahoma..... | 87 |
| Oregon..... | 110 |
| Pennsylvania..... | 61 |
| Rhode Island..... | 7 |
| Tennessee..... | 5 |
| Texas..... | 17 |
| Utah..... | 26 |
| Vermont..... | 16 |
| Virginia..... | 4 |
| Washington..... | 324 |
| Wisconsin..... | 284 |
| Wyoming..... | 19 |
| Total..... | 6,552 |

STATEMENT showing the Number of Letters Patent issued by the Department of the Interior in each year since 1874.

| Period. | Number Issued. |
|----------------------------------|----------------|
| Year ended October 31, 1874..... | 536 |
| " " 31, 1875..... | 492 |
| " " 31, 1876..... | 375 |
| " " 31, 1877..... | 2,156 |
| " " 31, 1878..... | 2,597 |
| " " 31, 1879..... | 2,194 |
| " " 31, 1880..... | 1,704 |
| " " 31, 1881..... | 1,768 |
| " " 31, 1882..... | 2,766 |
| " " 31, 1883..... | 3,591 |
| " " 31, 1884..... | 3,837 |
| " " 31, 1885..... | 3,257 |
| " " 31, 1886..... | 4,570 |
| " " 31, 1887..... | 4,599 |
| " " 31, 1888..... | 3,275 |
| " " 31, 1889..... | 3,252 |
| " " 31, 1890..... | 3,273 |
| " " 31, 1891..... | 2,449 |
| " " 31, 1892..... | 2,955 |
| " " 31, 1893..... | 2,936 |
| " " 31, 1894..... | 2,553 |

| Period. | Number Issued. |
|--|----------------|
| Year ended December 31, 1894.. | 2,682 |
| “ 31, 1895.. | 2,118 |
| “ 31, 1896.. | 2,665 |
| “ 31, 1897.. | 2,972 |
| “ 31, 1898.. | 3,037 |
| “ 31, 1899.. | 3,904 |
| Six months ended June 30, 1900.. | 1,970 |
| Year ended June 30, 1901.. | 6,461 |
| “ 30, 1902.. | 8,768 |
| “ 30, 1903.. | 7,349 |
| “ 30, 1904.. | 6,890 |
| “ 30, 1905.. | 8,798 |
| “ 30, 1906.. | 12,370 |
| Nine months ended March 31, 1907.. | 10,596 |

STATEMENT showing the Number of Homestead Entries made during the last 9 months (from July 1, 1906, to March 31, 1907), at the several Dominion Lands Agencies.

| Agency. | No. | Month. | No. |
|----------------------|--------|-----------------|--------|
| 1906. | | | |
| Alameda | 1,106 | July..... | 4,174 |
| Battleford..... | 3,208 | August..... | 3,388 |
| Brandon..... | 82 | September | 2,595 |
| Calgary..... | 971 | October..... | 3,389 |
| Dauphin..... | 357 | November..... | 2,966 |
| Humboldt..... | 751 | December..... | 1,402 |
| Edmonton..... | 2,770 | | |
| 1907. | | | |
| Kamloops | 46 | | |
| Lethbridge..... | 1,418 | January..... | 1,111 |
| Minnedosa..... | 54 | February..... | 1,033 |
| Moosejaw..... | 57 | March | 1,589 |
| New Westminster..... | 26 | | |
| Prince Albert..... | 1,063 | | |
| Regina..... | 5,668 | | |
| Red Deer..... | 1,684 | | |
| Winnipeg..... | 738 | | |
| Yorkton..... | 1,708 | | |
| | 21,647 | | 21,647 |

HOMESTEAD ENTRIES AND SALES.

It will be seen, from the statement of entries recorded during the past nine months, that there has been a falling off as compared with the previous year. Basing an estimate of the total number of entries during the twelve months ending July 1, of this year, upon the monthly ratio of the nine months covered by the present statement, the result would be 28,856, as compared with 41,869 during the year ending

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June 30, 1906. It should be borne in mind, however, that the months of April, May and June are those during which the largest number of entries are usually made consequent upon the large influx of settlers at this season of the year.

HOMESTEAD MAP.

Attention is also called to the statement showing the number of entries made at each agency during the nine months covered by the report, as this must be taken as the best indication of the general trend of settlement. In this relation I may say that the homestead map that was issued, under your direction, in the spring of last year, and of which three revised editions have since been published and distributed, has filled a long felt want, and has contributed in no small degree in advertising abroad the agricultural districts still available for settlement in the west. This map was prepared by Mr. R. E. Young, the Superintendent of Railway and Swamp Lands, and such precision and care were exercised in its compilation that it may be referred to as an accurate record of the standing of each quarter-section in every surveyed township. The map has met with such popular favour that it is proposed to issue revised editions from time to time, according to requirements.

SALES.

There has been a decrease in the area of lands disposed of by railway companies during the past year, as compared with the year 1905-6, but as will be seen from the figures given in the column which has been added to the statement, showing the average price per acre realized from the sale of land, there has been a steady advance from the year 1903, when it was \$3.46 per acre, to \$6, during the past year. As the value of land is generally accepted as an indication of the prosperity of the country, the advance shown by the statement is a very satisfactory feature, when considered in connection with the general development of the western provinces.

CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment:—

| Departmental Year ended October 31. | Letters Received. | Letters Sent. | Total. |
|---|-------------------|---------------|---------|
| 1874 | 3,482 | 4,120 | 7,632 |
| 1875 | 1,974 | 2,189 | 4,163 |
| 1876 | 2,256 | 3,097 | 5,353 |
| 1877 | 3,137 | 3,677 | 6,814 |
| 1878 | 4,642 | 6,409 | 10,651 |
| 1879 | 5,586 | 6,179 | 11,755 |
| 1880 | 8,222 | 9,910 | 18,162 |
| 1881 | 13,605 | 15,829 | 29,434 |
| 1882 | 25,500 | 30,300 | 55,800 |
| 1883 | 27,180 | 33,500 | 60,680 |
| 1884 | 27,525 | 33,386 | 60,911 |
| 1885 | 33,970 | 43,997 | 77,967 |
| 1886 | 60,964 | 67,973 | 128,937 |
| 1887 | 47,845 | 60,890 | 108,725 |
| 1888 | 43,407 | 52,298 | 95,705 |
| 1889 | 48,316 | 50,500 | 98,816 |
| 1890 | 35,200 | 36,008 | 72,208 |
| 1891 | 38,000 | 36,267 | 74,267 |
| 1892 | 41,990 | 42,203 | 84,193 |
| 1893 | 50,794 | 48,145 | 98,939 |
| 1894 | 48,619 | 50,840 | 99,459 |
| 1895 | 49,991 | 45,898 | 95,889 |
| 1896 | 47,501 | 44,238 | 91,739 |
| 1897 | 65,714 | 64,147 | 129,861 |
| 1898 | 88,913 | 87,845 | 176,758 |
| 1899 | 95,023 | 91,876 | 186,899 |
| 1900 | 121,219 | 133,177 | 254,396 |
| 1901 | 144,978 | 136,348 | 281,326 |
| 1902 | 167,200 | 185,548 | 352,748 |
| 1903 (From June 30, 1902, to July 1, 1903) | 185,582 | 223,463 | 409,045 |
| 1904 (From June 30, 1903, to July 1, 1904) | 222,316 | 274,675 | 496,991 |
| 1905 (From June 30, 1904, to July 1, 1905) | 245,470 | 302,723 | 548,193 |
| 1906 (From June 30, 1905, to July 1, 1906) | 407,794 | 529,465 | 937,259 |
| 1907 (From June 30, 1906, to April 1, 1907) | 372,231 | 620,968 | 993,199 |

The number of registered letters during the nine months of the departmental year ending March 31, 1907, was: received, 6,740; sent, 26,541.

DOMINION LANDS.

The report of the Commissioner of Dominion Lands, which covers the operations of all the lands and Crown timber offices under his supervision in the western provinces, will be found under Part I. of the general report. The work in this important branch of the service has increased considerably during the past nine months, as evidenced by the condensed statement showing the total number of land cases dealt with and the certificates of patents issued at headquarters. Of the former, 119,459 were examined and passed upon, as compared with 83,058 during the preceding corresponding period, and of the latter, 10,674 were issued in favour of actual settlers who had earned title to their lands, being an increase of 3,990 over the previous nine months. The work throughout the various agencies has, on the whole, been conducted in a very satisfactory manner. The system now in force for the administration of the public lands, based as it is, upon clear and well-defined regulations which ensure the

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honest performance by the settler of the duties attaching to his entry as regards residence and cultivation, and at the same time afford him every facility, within the spirit of the law, to earn title to his holding, would appear to have fully attained the object which the government had in view when the same was framed.

It will be observed also that although the past winter has been a somewhat severe one, only very few cases of actual distress are reported to have existed in the various land districts. The fact must not be lost sight of that with the advent of thousands of incoming settlers in quest of arable land, the department has been compelled to locate many of them in outlying surveyed districts not yet served by railway connections, and amongst these, it must be stated with regret, a limited number suffered through shortage of fuel and provisions. Such cases, however, were comparatively few, and prompt action was taken by the department to relieve any cases of actual distress that were found to exist. When one considers the vastness of the fields open for settlement in the west, the unprecedented influx of settlers, and the large number of entries granted during the past five years for lands lying in the outskirts of the belts served by railways, it is gratifying to note that the unprecedented severity of the past winter has not shaken the confidence of those whose good fortune it has been to become the possessors of our free homestead lands. On the contrary, there has been an increased activity in spring operations, and the prospects, at the present time, for another bountiful harvest are most promising.

COAL LANDS.

Consequent upon the large influx of population into the west numerous demands were received for the purchase of lands known to contain coal. As a considerable area of these lands had already been granted in the past in fee simple, which left the owner at liberty to develop the same or not as he might deem advisable in his own interest, it was felt that in the interest of the country all coal lands should be withdrawn from sale, and disposed of under a system of leasing which would ensure the development of the mines.

By an order in council dated March 4, 1907, the regulations governing the sale of coal mining lands in Manitoba and the Northwest Territories (including the provinces of Saskatchewan and Alberta), and in the province of British Columbia were, therefore, suspended from operation, and provision was made that all applications received on and after that date for permission to purchase coal mining lands should be dealt with under the provisions of regulations to be established in lieu thereof. By an order in council dated May 9, 1907, the regulations governing the sale of coal mining lands in the Yukon Territory were also rescinded, and by an order in council bearing the same date regulations were established for the leasing of coal mining rights, the property of the Crown, in the provinces of Manitoba, Saskatchewan and Alberta, the Yukon Territory, the Northwest Territories, the Railway Belt in the province of British Columbia, and within the tract containing three and one-half million acres of land acquired by the Dominion government in the province of British Columbia, under the provisions of chapter 59 of the Revised Statutes of Canada, 1906.

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Under these regulations an applicant may lease the coal mining rights under an area not exceeding 2,560 acres, such tract to be described by section, part of section, township and range, if it is situated in surveyed territory, and to be defined by staking and described by metes and bounds if it is situated in unsurveyed territory.

The term of the lease is twenty-one years, and the rental one dollar an acre payable yearly in advance. A royalty of five cents per ton of 2,000 pounds is collected on the merchantable output of the mine. Application for a lease must be made to the agent of Dominion lands for the district in which the tract applied for is situated, and each application must be accompanied by the fee of \$5. The lease includes the coal mining rights only, but permission may be granted the lessee to purchase, at the rate of \$10 an acre, whatever surface rights may be considered necessary for the proper working of the mine.

IMMIGRATION.

COMPARATIVE statement of arrivals at inland and ocean ports during the ten years ending June 30, 1906.

ARRIVALS.

| Year. | Great Britain and Ireland. | Other Countries. | United States. | Total. |
|--------------------------------------|----------------------------|------------------|----------------|---------|
| 1896-7 | 11,383 | 7,921 | 2,412 | 21,716 |
| 1897-8 | 11,173 | 11,608 | 9,119 | 31,900 |
| 1898-9 | 10,660 | 21,938 | 11,945 | 44,543 |
| 1899-1900 | * 5,141 | * 10,211 | * 8,543 | 23,895 |
| 1900-1 | 11,810 | 19,352 | 17,987 | 49,149 |
| 1901-2 | 17,259 | 23,732 | 26,388 | 67,379 |
| 1902-3 | 41,792 | 37,099 | 49,473 | 128,364 |
| 1903-4 | 50,374 | 34,785 | 45,171 | 130,330 |
| 1904-5 | 65,359 | 37,255 | 43,652 | 146,266 |
| 1905-6 | 86,796 | 44,349 | 57,919 | 189,064 |
| 1906-7 (nine months ending March 31) | 55,791 | 34,217 | 34,659 | 124,667 |
| | 367,538 | 282,467 | 307,268 | 957,273 |

* Arrivals for six months only.

The report of the Superintendent of Immigration, which covers full statements of arrivals during the past nine months, as well as the reports of the officers under his charge, both in Canada and abroad, forms Part II. of the general report.

During the nine months ending April 1, last, there arrived in Canada 124,667 immigrants, being an increase of 34,104 over the preceding corresponding period. On the whole, considering the fact that a large proportion of these new arrivals have found their way to the western provinces, with a view to becoming agriculturists, and that the assimilation of these new elements is being effected without in any way disturbing existing conditions, it may safely be stated that the immigrants who landed on our shores, or the settlers who came from the neighbouring republic during the past few years, were of a highly desirable class.

BRITISH IMMIGRATION.

Of the total immigration during the past nine months, 55,791 came from the British Isles. While on this subject, I desire to call attention to the methods which have been followed by the department in its immigration work in the old country and the United States. The point that I would like to make clear is this: Has the large increase in the number of arrivals from these two countries within the past few years been due directly to the efforts put forth by the department, or has it been brought about, as claimed by some, by the force of circumstances, or through the inevitable process of some economic evolution? The second alternative would lead to theoretical considerations of such an abstract order that it would be very difficult to arrive at any practical or definite conclusion. As to the first alternative, however, this may be asserted, that before 1896 the immigration from the United States to the western provinces was nil. In 1897 a system of advertising, through five or six thousand newspapers in the agricultural districts of the United States, was inaugurated; concurrently with this hundreds of delegates from the States were sent to western Canada, and forthwith the number of Americans coming to Canada increased from practically nothing to over nine thousand in 1897-8, and has kept on increasing ever since until it reached fifty-seven thousand nine hundred and nineteen last year. From Great Britain and Ireland, for a number of years past we have been receiving an average of eleven thousand immigrants each year. This continued until the year 1901, when it was decided to apply the same method in England as had been followed in the United States. A general scheme of advertising was devised, involving an expenditure of large sums of money; delegates in large numbers were sent free from Canada, successful farmers or business men, who had moved to western Canada a quarter of a century ago and who had grown with the country. The whole of England, Scotland and Ireland was for a time invaded by these representative men from Canada, while at the same time thousands of newspapers in the old land proclaimed, through a well planned system of advertising, the advantages offered by Canada as a suitable field for British agriculturists. The result was identical with that obtained in the United States. In the year 1901-2 the number of British arrivals had increased to over seventeen thousand, the following year to over forty-one thousand, in 1903-4 to fifty thousand three hundred and seventy-four, and in 1905-6 eighty-six thousand seven hundred and ninety-six British settlers located in Canada. Like causes produced like effects.

These points have already been touched upon by my predecessor in office in previous reports, but I deem it my duty to refer to them again here, as it is proper that the first page of the history of the new western provinces should bear an unbiased and authentic record of the true causes that were directly instrumental in bringing about such conditions as made it imperative, in the interest of the country, to unfetter the old Northwest Territories from the state of vassalage in which its limited population had held it for the last thirty years, and extend to it the full powers and prerogatives of provincial autonomy.

Viewed in the light of past events, the immigration methods followed by the department would appear to have been productive of the most beneficial results, and until it can be demonstrated that other means could, with advantage to Canada, be

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devised and adopted to foster Anglo-American immigration to this country, I would not recommend that any change be made in the policy now in force.

It is very satisfactory to note the statement contained in the report of the High Commissioner for Canada in London, that a clause was inserted in the Merchant Shipping Act by the British parliament at its last session, the effect of which, it is hoped, will frustrate any further fraudulent attempts to induce persons to proceed to Canada. It was not found possible, however, to obtain the necessary legislative enactment to prevent the embarkation of undesirable emigrants, who are debarred under the provisions of the Immigration Act from entering into Canada. Although the High Commissioner made strong efforts to have the necessary legislation brought about, it was considered that the matter could not be satisfactorily dealt with at that stage of the session. The matter will be taken up again as soon as opportunity offers, and every effort will be made to secure the desired legislation.

Attention is also called to the report of the Assistant Superintendent, who is in charge of the London office under the High Commissioner's supervision and of the various agencies in the British Isles and on the continent. Mr. Bruce Walker sets out fully the different changes in the administration of the work in the old country which were brought about as the result of your personal inquiry at the time of your visit to England during the course of the summer of last year. These changes, as well as the new arrangements which were then decided upon with a view to further stimulating the current of British emigration to Canada would appear to have had a direct effect both in the number and in the quality of the incoming British settlers during the present year, of whom 130,000, according to Mr. Walker's estimate, left for this country.

FRENCH AND BELGIAN IMMIGRATION.

Objection has been raised in some quarters with regard to the inefficiency of the work conducted by the department in these two countries, as it has been contended that the restrictive laws in force in most of the other continental countries of Europe did not apply to France or Belgium, and that in consequence greater efforts might very properly be made to secure a larger share of the agriculturists who annually emigrate from these countries. In this relation it may be stated that while it may be quite true that the anti-emigration laws in force in France and Belgium do not apply with the same stringency as those enacted in Russia, Germany and Austria-Hungary, or even in Norway, Sweden, Denmark and the Netherlands, these laws are such, however, that no open system of active propaganda would be countenanced. There is no doubt whatever that if the department were permitted to carry on the same immigration work in France and Belgium, or for that matter in any of the other continental countries mentioned, as it was our good fortune to prosecute without hindrance in the mother country and in the neighbouring republic, we would have no difficulty in selecting thousands of the most desirable settlers from Europe and directing them to our shores. But it is hardly necessary to state that the governments of France, Belgium or of any of the European countries would not under any circumstances tolerate the carrying out of a system of advertising through the channels of the public press, or by the simultaneous appeals of delegates sent out amongst the agricultural classes, in the very heart of the

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rural districts where our message would be more likely to meet with a favourable response. It has been necessary, therefore, to carry on our work in these countries with the greatest caution, and until some workable plan acceptable to the foreign governments concerned can be devised the department must be content to carry on its work in the most unostentatious way possible.

Nevertheless I am glad to be in a position to report that notwithstanding the fact that our efforts have been greatly restricted by the conditions above referred to, the results observed from our work in France and Belgium within the last five years have been very encouraging, as will be observed from the following statement:—

COMPARATIVE STATEMENT of Immigrant Arrivals from France and Belgium during the years 1897 to 1906, inclusive, and for the nine months ending March 31, 1907.

| Year. | France and Belgium. |
|---------------------------|-----------------------|
| 1897.. | 740 |
| 1898.. | 545 |
| 1899.. | 413 |
| 1900.. | 483 |
| 1901.. | 492 |
| 1902.. | 645 |
| 1903.. | 1,240 |
| 1904.. | (1,534)—2,392—(858) |
| 1905.. | (1,743)—2,539—(796) |
| 1906.. | (1,648)—2,754—(1,106) |
| 1907 (9 months).. | (1,314)—1,964—(650) |

Total French and Belgian immigration from 1897 to 1902 (six years), 3,313.

Total French and Belgian immigration from 1903 to 1907 (four years and nine months), 10,889.

Special attention is called to the report of Mr. Paul Wiallard, the agent of the Canadian government in France, in which are set out fully the reasons which militate against an active propaganda in that country.

IMMIGRATION FROM THE UNITED STATES.

The number of arrivals from the United States during the nine months ending March 31, last, was 34,659, or an increase of nearly 2,000 over the previous corresponding nine months. The report of Mr. W. J. White, Inspector of Agencies and Press Agent, who is specially in charge of this work, sets out fully the facts connected with this branch of the service. As explained by Mr. White, the climatic conditions existing in the early part of the year were unfavourable to the displacement of prospective settlers, but notwithstanding this fact it is gratifying to note that this condition did not have a deterrent effect upon the immigration from the neighbouring States. The inspector also calls attention to the withdrawal by railway companies, as a result of the recent ruling of the Interstate Commerce Commission, of the low rate privileges

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heretofore accorded to settlers and homeseekers. This will mean that persons travelling over these railroads on their way to Canada will have to pay full fare. While this ruling will no doubt prevent a number of prospective settlers from carrying out their intention of moving to Canada, owing to the high rate of transportation, it will have the effect, as pointed out by Mr. White, of insuring the coming of bona fide settlers of more than ordinary means. Now that a permanent current of immigration has been established between Canada and the United States, the restrictive action of the Interstate Commerce Commission is, therefore, not without its compensation.

IMMIGRATION OFFICES IN WESTERN CANADA.

The report of the Commissioner of Immigration, who is the officer specially charged with the distribution of immigrants throughout the western provinces, will be found to contain very full and accurate information with regard to the new arrivals who passed through Winnipeg during the past year on their way to the agricultural fields, as well as to the existing conditions in the various districts to which settlers have been chiefly directed. The newly arrived settlers who have located upon free homestead lands are reported on the whole to be of the best farming class and quite content with the land of their adoption.

JUVENILE IMMIGRATION.

The report of Mr. G. Bogue Smart, Chief Inspector of British Immigrant Children and Receiving Homes, shows that there is an ever-increasing demand for British immigrant juveniles. This would seem to indicate that the deeply-rooted prejudice which at one time existed against this class of immigration has almost entirely disappeared. Mr. Smart, who has now been in charge of this work for over eight years, and who has, therefore, become very closely identified with the movement of juvenile immigration, is perhaps better qualified to speak authoritatively on the subject than any one else in Canada. From the conclusions which he has reached, based as they are upon his close observation of the thousands of cases that have come under his notice, and the individual reports of inspection made by the officers working under his supervision, the fact would appear to have now been demonstrated beyond any possible doubt that the juvenile immigrant, such as he comes to us to-day, after passing through the process of recruiting and careful selection in the receiving homes both in the old country and in Canada, and tutored as he is by the protecting action of the government inspector during his term of apprenticeship, is a desirable addition to our population. Extreme care is always exercised by the persons in charge of receiving homes in hiring out the children with farmers or residents of towns who apply for them, and with very few exceptions, which do not fail to come under the scrutiny of the inspectors, these juvenile immigrants soon become self-supporting and desirable members of the community.

MEDICAL INSPECTION SERVICE.

The report of Dr. P. H. Bryce, Chief Medical Inspector, will be found to contain very full and interesting statistics with regard to this important branch of the immigration service. The system of inspection in force at all Canadian ports of landing is

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giving entire satisfaction, and a careful reading of the chief inspector's report will not fail to show that if on the one hand strong efforts are being put forth to induce immigration to Canada, on the other hand, every reasonable precaution is being taken by the department to close the door against the entry of undesirables. No pains have been spared to render this inspection as strict and effectual as it has been possible to make it, and the results obtained should remove any prejudice or apprehension which might exist in this relation. The provisions of the Immigration Act, as regards undesirable immigrants, are being stringently enforced; settlers who have arrived in the country in such largely increased numbers during the past year, were, mentally, morally and physically, of the most desirable class, as evidenced by the absence of any complaints to the contrary, and when it is considered that of the 124,667 who came in during the nine months, over 90,000 were honest, healthy and intelligent Anglo-Saxons, and most of them possessed of considerable capital, it is sincerely to be hoped, in the interest of Canada, that we may be blessed for many years to come with the continuance of the infusion of the same elements in the life-blood of the nation.

SURVEYS.

During the nine months ending March 31, 1907, sixty-one parties were engaged on the survey of Dominion lands. Of these, ten were located in Manitoba, fourteen in Saskatchewan, nineteen in Alberta, six in British Columbia, one in the Northwest Territories and eleven were partly in one province and partly in another. One of the parties was engaged the whole time and five others part of the time, in the examination of surveys executed under contract.

The following table shows the distribution of parties paid by the day and of those working under contract:—

| Parties. | In Manitoba. | In Saskatch- ewan. | In Alberta. | In British Columbia. | In the Terri- tories. | Partly in one Province and partly in another. | Total. |
|---------------------------|-----------------|--------------------------|----------------|----------------------------|-----------------------------|---|--------|
| Paid by the day | 4 | 8 | 8 | 5 | 1 | 9 | 35 |
| Under contract | 6 | 6 | 11 | 1 | ..... | 2 | 26 |
| Total | 10 | 14 | 19 | 6 | 1 | 11 | 61 |

One hundred and sixteen whole townships and eleven fractional townships were completely subdivided, while ninety-three townships were partially subdivided. Also twenty-eight whole townships and one fractional township were completely resurveyed, while one hundred and ten townships were partially resurveyed.

In previous years the annual report has been for the twelve months corresponding to the fiscal year which ended June 30. Owing to the fact, however, that June 30 came in the middle of the survey season, and the difficulty of estimating the number of miles surveyed to that date, the statement of the mileage was made for the calendar year. The end of the fiscal year having been changed from June 30 to March 31, the survey season and the fiscal year correspond very well, and all survey operations will

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henceforth be referred to by fiscal years. The statement of mileage given below is, however, for fifteen months, from January 1, 1906, to March 31, 1907, the previous statement ending December 31, 1905. During this period, sixty-three parties were in the field. Owing to the nature of their work, the parties under Messrs. P. A. Carson, R. C. Laurie, J. A. Macdonell, J. W. McLaggan, A. D. Moodie, P. G. Stewart, W. Thibaudeau and A. O. Wheeler are not included in the statement of mileage. The total mileage of the other fifty-six parties was 17,064 miles, an average of 305 miles for each party.

During the past few years, a very marked improvement has taken place in the execution of the surveys of Dominion lands. Whereas the direction and lengths of the lines in the old surveys were often much in error, the reports of the inspectors show that the lines examined in the present day contracts are straight, that their direction is correct, that the chainage is good and that the corners are well marked. This change has been brought about by the use of improved instruments which not only enable the surveyor to run more perfect lines but permit of more accurate and more frequent observations, also by the introduction of the astronomical field tables and by the organization of a more careful and systematic method of inspection.

In order to meet the demand for township subdivision along the proposed railways north and west of Edmonton, the location of base lines through this country has been continued. This is a difficult undertaking owing to the distance from railway communication, and although a number of parties have been engaged on this work for several years, the progress has been slow.

In addition to the subdivision of new territory, the department is constantly being called upon to retrace and restore old lines. In surveys made twenty or thirty years ago, it is often found that the posts and mounds have entirely disappeared. Formerly, no mounds or pits were made in the woods, the corners being marked simply by wooden posts and bearing trees; these marks have frequently been destroyed by forest fires. When the lands are taken up, the new settlers naturally wish the corners to be properly marked so that they may know the limits of their lands. A number of survey parties are constantly engaged upon this work.

The correction of errors in old surveys is an important part of the surveyors' duties. The surveys of Dominion lands have not always been made with the same care and precision as they now are. Townships were subdivided by contract as at present, but the system of inspection was neither as thorough nor as systematic, and bad surveys occasionally escaped detection. Generally, several settlers are interested in any correction. Those who benefit by the change are in favour of it, while those who lose by it wish the old survey to stand. It is very difficult to settle such cases satisfactorily to all parties.

A few surveys were made at remote places. Settlement surveys were commenced at The Pas, Cumberland House and Big Eddy on Saskatchewan river. Parts of several townships were subdivided west of Lesser Slave lake beyond the limits of the old settlement. Settlements were also laid out at North Vermilion, Fort Vermilion and Boyer settlements on Peace river.

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Mr. P. A. Carson, who is in charge of the trigonometrical survey, continued the triangulation of the railway belt in British Columbia. This work is for the purpose of establishing convenient and permanent reference points from which subdivision and other surveys may be started.

Four parties, under Messrs. P. G. Stewart, A. D. Moodie, W. Thibaudeau and J. W. McLaggan, explored the country along the route of the proposed branch of the Canadian Northern railway between Erwood, a station on the railway, and Fort Churchill, on Hudson bay. This proposed branch is to pass through The Pas, and that part between Erwood and The Pas is now under construction. The parties under Messrs. P. G. Stewart and A. D. Moodie were at work between Erwood and The Pas, Mr. Stewart exploring the western portion and Mr. Moodie the eastern portion of this tract. The party under Mr. W. Thibaudeau examined the country lying between Fort Churchill on Hudson bay and The Pas on the Saskatchewan river, while Mr. J. W. McLaggan's party traversed the region between The Pas, Paint lake and Burntwood river. The object of these explorations was to obtain definite information as to the general character of the country, the nature of the soil, its fitness for agriculture, the value, quantity and location of the timber, the mineral resources and the climate. Maps showing the surveys of Messrs. Stewart, Moodie and McLaggan, are being published with the report of the Surveyor General.

Mr. A. O. Wheeler, topographer of the department, was engaged on a phototopographical survey of the country between Mts. Douglas and Drummond, near the Red Deer river, and the Beaverfoot range. The work in the main range of the Rocky mountains has now been completed westerly as far as Columbia river at Golden. In order, however, to connect with the survey of the Selkirk range from Beavermouth to Revelstoke, a survey of the Spillimacheen mountains and the Dog-Tooth range, lying between Columbia and Beaver rivers south of the railway, has still to be made. It is proposed to make the connection this coming season.

Surveys in the Yukon Territory were, as heretofore, under the supervision of the Director of Surveys at Dawson. The surveys of thirteen group lots were confirmed during the nine months ending March 31, 1907. In addition to these, a reference traverse was made from the British Columbia boundary at Windy Arm to Carcross at Caribou Crossing.

Irrigation surveys were continued under the direction of Mr. John Stewart, D.L.S., Commissioner of Irrigation.

The operations in 1907, will be on a somewhat larger scale than in 1906. It is expected that about two hundred and fifty (250) townships will be subdivided.

The fifth meridian is to be produced north from the twentieth base line to Peace river, a distance of about two hundred and ten (210) miles. On this line will depend the subdivision of all that vast tract of country north of the twentieth base line and west of the fifth meridian; consequently the work is one of great importance. Mr. A. W. Ponton, who is to have charge of the survey, has been asked to pay particular

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attention to the character of the country within twelve miles on each side of the meridian, so that he may be able to report fully on the nature of the soil, the timber and mineral resources, &c. He is also to indicate the places suitable for settlement, where subdivision surveys are needed.

Mr. J. N. Wallace, D.L.S., is to resume the survey of that part of the sixtieth parallel of latitude which forms the boundary between British Columbia and the Yukon Territory. Mr. George White-Fraser, D.T.S., in 1899 and 1900, fixed the position of this parallel at various points from Teslin lake to the Alsek river. Mr. A. Saint Cyr, D.L.S., joined these points, by a trial line and a series of monuments, from Teslin lake westward to Takhini river. Mr. Wallace is to offset the monuments to the true line between Windy Arm and Lake Bennett, and to complete the work from the Takhini river to the Alsek river.

The office work at headquarters has been greatly hindered by the number of changes that have taken place in the office staff. From the beginning of 1905 to date, sixty-one employees have resigned or have been transferred to other offices, and untrained men have taken their places. Under such conditions, efficient administration is an impossibility.

The business of the lithographic office was conducted in the same manner as in previous years. No change has been made either in the staff or in the processes. There was a decrease in the number of maps printed, but a decided increase in the number of township plans.

In the photographic office the total amount of work executed during the nine months exceeded that executed during the previous twelve months. This was due in part to the increased use of photography in the survey work of the Geological Survey Department. Considerable time was spent on special work such as the preparation of maps of the northern territories on a scale of twelve miles to an inch.

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Hereunder is the usual table of subdivision or settlement survey work completed each year since the inception of the surveys, with the result of last season's operations added:—

| Period. | Acres. | Number of Farms of 160 acres each. |
|------------------------------|-------------|--|
| Previous to June, 1873 | 4,792,292 | 29,952 |
| 1874 | 4,237,864 | 26,487 |
| 1875 | 665,000 | 4,156 |
| 1876 | 420,507 | 2,628 |
| 1877 | 231,691 | 1,448 |
| 1878 | 306,936 | 1,918 |
| 1879 | 1,130,482 | 7,066 |
| 1880 | 4,472,000 | 27,950 |
| 1881 | 8,147,000 | 50,919 |
| 1882 | 10,186,000 | 63,662 |
| 1883 | 27,234,000 | 170,212 |
| 1884 | 6,435,000 | 40,218 |
| 1885 | 391,680 | 2,448 |
| 1886 | 1,379,010 | 8,620 |
| 1887 | 643,710 | 4,023 |
| 1888 | 1,131,840 | 7,074 |
| 1889 | 516,968 | 3,231 |
| 1890 | 817,675 | 5,106 |
| 1891 | 76,560 | 476 |
| 1892 | 1,395,200 | 8,720 |
| 1893 | 2,928,640 | 18,304 |
| 1894 | 300,240 | 1,876 |
| 1895 | 406,240 | 2,539 |
| 1896 | 506,560 | 3,166 |
| 1897 | 428,640 | 2,679 |
| 1898 | 859,840 | 5,374 |
| 1899 | 1,022,720 | 6,392 |
| 1900 (first 6 months)..... | 735,480 | 4,596 |
| 1900-1901 | 1,603,680 | 10,023 |
| 1901-1902 | 2,553,120 | 15,957 |
| 1902-1903 | 6,173,440 | 38,584 |
| 1903-1904 | 12,709,600 | 79,435 |
| 1904-1905 | 10,671,520 | 66,697 |
| 1905-1906 | 4,973,920 | 31,087 |
| 1906-1907 (9 months)..... | 3,819,700 | 23,873 |
| | 124,304,155 | 776,896 |

INTERNATIONAL BOUNDARY SURVEYS.

Last year a determination of longitude near the point where the 141st meridian crosses the Yukon river was made under the direction of the commissioners under the treaty providing for the survey of that meridian. Early this spring surveyors were sent to this point to measure the computed distance from the observation pier to the 141st meridian, and to lay down, by observation, the exact direction of the latter, in readiness for the line surveyors who will produce the meridian north and south from the initial point. Mr. A. J. Brabazon, D.L.S., and Mr. Baldwin, of the United States Coast and Geodetic Survey, are the surveyors in charge of the field work. It is intended to produce the line southward at first, and as rapidly as possible, as an accurate determination of the boundary line is required near the head of White river. Besides the surveying and marking of the line, a topographical survey, based upon a triangulation, and extending two miles on each side of the meridian, is to be made.

The demarcation of the boundary of the Alaska Coast Strip is being continued. Messrs. J. D. Craig, W. F. Ratz and D. H. Nelles, Dominion land surveyors, are carrying on the Canadian share of the work.

The survey of the 49th parallel, Mr. J. J. McArthur, D.L.S., in charge, is being continued. The part of this parallel which lies west of the summit of the Rocky mountains is almost completed, but a few miles of the rough country on the western slopes of the Cascades mountains remaining.

Arrangements have been made by the commissioners, Messrs. W. F. King and O. H. Tittmann and Dr. C. D. Walcott, for a joint final inspection this summer of the completed portions of the line.

The survey of the eastern section of the boundary line between the St. Croix and the Richelieu rivers, under Mr. G. C. Rainboth, D.L.S., and Mr. J. B. Baylor, of the United States Coast and Geodetic Survey, is being continued. Operations, including resurvey and the placing of new monuments, were begun last year from the north-eastern angle of the state of Vermont, westwardly. It is expected that the line will be completed to the Richelieu river this season.

Reconnaissance for the trigonometrical survey of Canada was carried on during the winter over the southern part of the province of Quebec to near the New Hampshire boundary. The erection of observing stations was resumed in the spring, and the observation of the angles is now being proceeded with. Fuller details of these surveys will be found in the report of the Chief Astronomer and Boundary Commissioner, together with an account of the work done in the Dominion Astronomical Observatory.

SCHOOL LANDS.

In view of the number of inquiries received in regard to Manitoba school lands, it was considered that it would be in the interest of the School Lands Endowment Fund to offer at public auction during the autumn of 1906, the undisposed of school lands in the southwestern part of the province. The lands it was decided to offer were situated, approximately, in the portion of the province lying west of range 15 and south of township 19, with the exception of two small sales held at Winnipeg and Roseisle. The sales were held at the following points between September 11 and November 24, last, namely: Winnipeg, Roseisle, Killarney, Deloraine, Melita, Hartney, Reston, Brandon, Wawanesa, Virden, Miniota, Oak River, Strathclair, Birtle, Minnedosa and Rapid City.

The results of the sales were most satisfactory, 125,086.98 acres having been sold for \$1,526,546.35, or an average price of \$12.20 per acre.

The summary of each of these sales will be found in the report of the chief clerk of school lands.

An auction sale was also held at Strassburg, in Saskatchewan, at which 11,801.40 acres were sold for \$173,175.15, or an average price of \$14.67 per acre.

No auction sales of school lands were held in Alberta, as extensive sales took place in that province during the previous year.

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The total net revenue from the school lands for the three provinces for the nine months ending April 1, 1907, was \$721,864.88, as against \$607,070.13 for the previous twelve months.

Classified statements of the revenue from the three provinces for the fiscal period, as well as statements showing the balance to the credit of the school lands fund of each province will be found accompanying the report of the chief clerk of school lands.

In accordance with the provisions of the orders in council in that behalf, the revenue, other than principal moneys of sales, collected from the school lands in the provinces of Manitoba, Alberta and Saskatchewan during the fiscal period, less the cost of management, was paid over to the respective governments of these provinces, the amount paid in each case being as follows:—

| | |
|------------------------|-------------|
| Manitoba | \$39,572 70 |
| Saskatchewan | 45,609 78 |
| Alberta | 50,235 88 |

The above is in addition to the interest accruing on the school lands fund of each province, which is paid over by the Finance Department.

The balance standing to the credit of each province on March 31, 1907, was as follows:—

| | |
|------------------------|----------------|
| Manitoba | \$1,640,689 76 |
| Saskatchewan | 579,438 39 |
| Alberta | 298,973 40 |

These balances are made up entirely of the principal moneys of sales, as everything in the shape of interest, rental, &c., has been, as already stated, paid over annually to the governments of the three provinces.

THE YUKON TERRITORY.

The report of the Acting Commissioner of the Yukon Territory will be found under Part VII. of the general report.

It may be stated here that on June 17, last, Mr. Alexander Henderson was appointed Commissioner of the Territory in the place of Mr. W. W. B. McInnes, who had some time previously resigned the position. Mr. Henderson, who for many years before his appointment had been a member of the Bar of British Columbia, and who exercised his profession in the city of Vancouver with much distinction, would appear to be fully possessed of the necessary administrative ability to enable him to discharge satisfactorily the important duties attaching to his new office.

The reports of Mr. J. T. Lithgow, the Acting Commissioner, and of the other chief officers in charge of the various branches of the Yukon administration, are highly satisfactory, and will no doubt be read with much interest. There would appear to be no doubt that with the installation of the powerful hydraulic plants which have been under way for some time, the production of the gold-bearing districts, which have heretofore been worked by individual mining, will be largely increased. The renewed activity in mining operations, as evidenced by the increase in the receipt of mining dues, notwithstanding the fact that there has been a falling off in the total output,

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would appear to fully warrant the optimistic views entertained by the Acting Commissioner as to the future of the Territory.

I wish to call attention also to the supplementary report from the Acting Commissioner, dated November 22, last, on the agricultural production of the Yukon Territory. From the statements contained in the reports of both Mr. Lithgow and Mr. Gosselin, the fact seems to have been conclusively established that in so far as agricultural and farming products are concerned the territory may be safely considered as self-sustaining in this relation. When the high latitude of the Yukon Territory is borne in mind, as compared with the rest of the Dominion of Canada, it will be a source of much surprise to the outside world to realize that even in those far-off and out of the way northern regions the agricultural capabilities of the district are such as to render the large mining population residing there fully independent of outside production for sustenance. This also will further demonstrate that the large areas of virgin land lying along the Athabaska and Peace rivers, much more to the south and much easier of access than the Yukon Territory, contain farming and agricultural possibilities of a magnitude which an inadequate knowledge of the country does not permit us to fully appreciate.

ROCKY MOUNTAINS PARK OF CANADA.

The report of the superintendent of the park will be found under Part VI. of the general report.

The returns submitted are highly satisfactory, and it is gratifying to observe that the national park continues to grow in public favour, as the most attractive resort on the continent for both the tourist and the health-seeker.

It is satisfactory to note also that there has been a substantial increase in the revenue derived from the park during the past year, and the suggestion of the superintendent that this would seem to warrant a still larger expenditure in opening up new sources of interest and attraction, would appear to be justified.

THE PABLO HERD OF BUFFALO.

Representations having been made to the department early last spring that Mr. Michel Pablo, of Missoula, Montana, was offering for sale the immense herd of pure-bred buffalo in his possession, negotiations were entered into which resulted in the purchase of the animals, a special appropriation having been made by parliament at its last session to meet this expenditure.

The first shipment of the buffalo was made in the month of June, last, under the supervision of Mr. Howard Douglas, Superintendent of the Rocky Mountains Park. The animals, two hundred in number, were safely delivered at Lamont station, west of Edmonton, on the line of the Canadian Northern railway, and from thence driven to the Elk Park, which had been specially prepared for their reception. The balance of the herd, which is estimated to number three hundred animals, will be shipped to the park in the month of September, as it is chiefly composed of cows and calves, and it was felt that these animals would be in better condition to stand the hardships of the journey at a later date.

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As this transaction was made after the close of the past fiscal year to which the general report of the department now submitted particularly relates, full particulars with regard to the matter will be embodied in next year's report, but it may be stated here that Canada was singularly fortunate in securing this herd of buffalo, which is the largest one in existence to-day on the continent of North America. In this relation I deem it advisable to quote in full the able article which appeared in the *Daily Missoulan*, of May 29, last, one of the leading newspapers of the state of Montana. The article is most interesting, as it contains historical data respecting Mr. Pablo's remarkable herd, and from the general tone of the narration one cannot help realizing that what, unfortunately, is the loss of the neighbouring republic is Canada's gain.

Ravalli, the sleepy little village that skirts the foot of the bluffs that rise along the narrow canyon through which the Jocko river finds its way westward to the Pend d'Oreille, is stirred this week from its accustomed quiet. It is thoroughly busy. The scenes that transpire there have never been duplicated in the world; in all probability they will never be repeated. Five hundred head of buffalo are being loaded into heavy stock cars for transportation to Canada, where they are to be placed by the Dominion government upon a special reservation, there to be carefully protected that their species, if possible, may be saved from utter extermination.

' Historic Ground.

Many historic scenes have been enacted along the Jocko river and in the shadow of the gray bluffs that now look down upon the stirring scenes of this week. Indian councils were wont to gather there long years ago, before the white man had set foot upon this mountain region. Along its banks and through its fords journeyed slowly the black-robed Jesuit missionaries who brought to the Selish Indians the Gospel of Peace. Later, over this same trail, trod the gold-seeker and the trapper. Along this stream, in succeeding years, moved the vanguard of the railway engineers seeking a route for the line of steel whose slender web should bind the balmy shores of the Pacific to the bustling coast of the Atlantic, and here were enacted some of their most hazardous exploits. And here, again, in more recent years, did travellers leave the train for their journey northward to the fabulously fertile plains and valleys beyond.

' Behind the Bluffs.

For many years missionary and trapper and gold-seeker journeyed along this stream, little realizing the great extent of the wonderful region that lay back of the gray, forbidding bluffs, until one day an Indian told the priests of the Mission valley and led them through the clay-banked coulee that opens back of what is now Ravalli station, named in memory of one of those same holy men. Down that coulee yesterday, out of that peaceful valley, rumbled the largest herd of bison in the world; down the narrow draw to the outward side of the cliffs they came at their awkward pace, their hoofs treading for the last time upon American soil, for when they leave the cars into which they are being loaded they will be under the union jack. They are lost for ever to America, in whose possession they should have remained at any price.

' Vale Buffalo.

But these creatures have been sold and there's no use crying over spilt milk. Yesterday the work of loading them was continued and last night it was announced that the train will leave Ravalli to-morrow forenoon. It will go to Helena over the Northern Pacific, and then over the Great Northern and the Canada Northern. The famous herd which was collected with so much pains and at so great expense by the late Charles Allard will be lost to America and will become the property of our northern neighbour, whose enterprise and progress have out-Yankeed the Yankees more than

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once in recent years. The herd is known the world over as the largest collection of bison extant. It was estimated that the Canadian government would receive about 400 of the animals, but now that they have been rounded up it is found that there will be nearer 500 in the trainload that will be sent north to-morrow.

' A Famous Herd.

'The history of the herd is too well known to call for repetition here. From a small beginning in the 80's, Mr. Allard developed it, by breeding and purchase, to upward of 100 head in 1893, when he bought the famous Buffalo Jones herd from Kansas, and brought the animals, full bloods and half-breeds, to the reservation in the early autumn of that year. The cross breeding of cattle and buffalo was soon abandoned as impracticable, as the "catalo" was neither one nor the other, and seemed to possess all of the poor qualities and few of the good qualities of either. The cross-breeds were accordingly separated from the bison and the latter were placed on a range near the Big Butte, near where Mud creek empties into the Pend d'Oreille river. On this broad plain the animals multiplied and they seldom left their range. Very little herding was required.

' Early Sales.

'When Mr. Allard died, his partner, Michel Pablo, began to sell the herd, a few at a time, and most of the best specimens of bison in eastern zoological gardens and private preserves in the east come from this herd. Probably 150 head have been sold in this way. Howard Eaton, the well known hunter and expert of Wolf, Wyo., acted as sales agent in most of these instances. When the prospective opening of the Flat-head reservation foretold the destruction of the free range that the animals had enjoyed, and made it evidently impossible to preserve the herd intact, Mr. Pablo naturally turned to Mr. Eaton for assistance in disposing of his valuable band. Mr. Eaton made earnest attempts to bring about the sale of the herd to the United States government, but for some reason that is not clear to anybody his efforts were unsuccessful. Nor could he interest the American Bison Association in the matter to the extent of raising the funds necessary to purchase the herd. So, when all attempts had failed in this line, the offer of the Dominion government was accepted, and for a smaller sum than \$150,000 Canada becomes the owner of the largest herd of bison in the world.

' Too Late.

'But it is useless to grieve over the matter. It is settled and settled finally, and while it is regrettable that the settlement is as it is, there is none the less interest in the scenes attendant upon the loading of the unwieldy animals at Ravalli, and the work is being watched with deep interest by many visitors who have been attracted to the spot. In addition to the contract price of the herd, Mr. Pablo made a deal for loading the animals. For this work he receives \$5,000; but there will be little profit in the job, for it is tedious and expensive. Thirty-five men are engaged in the work and it keeps them all busy.

' Driving In.

'The animals have been herded enough on their reservation to become familiar with mounted men, and the drive down the Mission valley to the railway is accomplished without much difficulty. They shy a little at the coulee after the climb up the hill from the valley, but the herders press them on, and before they know it they are plunging down the narrow draw to the Jocko. The Indian riders handle the animals with wonderful skill, and it is not until the corrals are reached that any serious trouble is experienced.

' At the Corrals.

'But at the sight of these loading pens the big beasts attempt to back away. Their speed, however, has been checked, and they can not run over the line of horsemen that

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is drawn close around them. Gradually they are worked into the big pens as they are wanted for loading, and when they are once in these corrals the real trouble of loading begins. The pens are built as strong as they can be made. Previous experience with these creatures has taught the necessity of this. The first buffalo that were driven to Ravalli for loading, a few years ago, walked through the high inclosing fence as if it had been made of straws; yet it was built for rough cattle.

' In the Pens.

' Once in the main pen the animals are cut out, one by one, and run into the loading pen. They are wild and by this time angry. A few pawings at the earth, a toss of the mighty head and the imprisoned bull looks around him. A narrow gate is open and it seems to him to lead to liberty. Through the opening he dashes, the gate swings shut behind him and he is in the chute that leads to the car.

Perched on a running board along the chute is a big Indian with his lariat loop swung wide open. As the buffalo lunges forward below him, he drops the noose over the angry head. A turn around a snubbing post and the noose is tightened and the animal is held fast, bars are thrust across the chute behind him so he can not back out; then he is under control and is eased into the car.

' Loaded.

' Once in the car he is given hay and water and made to feel as much at home as possible, but the temper of a buffalo bull is sullen and his imagination is not keen enough to make dry hay in a stock car resemble in any way the sweet grass on the Mud creek prairie.

' The cows, as a rule, are more easily handled than the bulls, unless they have calves at their sides. In that case they will fight for their babies. But the cows are handled by themselves and are generally loaded without much trouble. There have been a few vixens among them, however, that have fought as stubbornly as the worst bull in the band, and have kept the herders on the jump.

' Not so Easy.

' All this sounds easy when you read about it. But it is slow and vexatious work in reality. When the first day of loading was finished there were 16 buffalo in the cars, and the herders wondered if they had struck a summer's job. However, the next day the work was easier, and since then the loading has progressed more rapidly. To get a good idea of the difficulties that attend this work, take the most "ornery" range steer that ever stood on hoof, multiply his meanness by 10, his stubbornness by 15, his strength by 40, his endurance by 50 and then add the products; you will then have some conception of the patience and skill that are required to load a buffalo into a stock car.

' One Accident.

' The loading has been accomplished with but one serious accident. One bull so injured himself that it was necessary to kill him. In an incredibly short time the carcass was skinned, the meat distributed among the Indians and the head and robe packed away for presentation. That taste of buffalo meat whetted the Indians' appetite, and after that their look at each buffalo that passed through the chute was like the longing gaze of a coloured watermelon tosser as he sees a particularly fine piece of fruit come down the line and is tempted to drop and break it. But a buffalo costs more than a watermelon and the Indian is less emotional than the negro, so no more buffalo legs were broken.

' There have been some amusing incidents in connection with the loading. One morning a new car had been pushed in front of the chute, and a number of spectators,

among them some Missoula people, seized upon the roof of that car as a good vantage point. They climbed up and watched with interest the preliminaries of loading. Then the first bull came up the chute. In some way, perhaps intentionally, the lariat slipped around the snubbing post and the bull entered the car under pretty good headway. He hit the back side of the car with an impact that shook the very rails and rattled the spectators on the roof in more ways than one. Some of them didn't wait to climb down the ladders; they just jumped.

The train with its strange load will probably pass through Missoula to-morrow afternoon. It will be the quaintest trainload that ever passed this way, and it will no doubt attract much attention.

Mr. Pablo will retain a few of the herd, probably a couple of bulls and a dozen cows, but the great herd will be gone, and Americans, who should have retained possession of the bunch, will witness the passing of the most characteristically American animal of all our western fauna. It is too bad, but it can not be helped now.

Representing the Dominion government at the loading are: Superintendent Douglas, of the Canadian National Park at Banff; M. Ayotte, who negotiated the purchase of the herd; Dr. David Warnock, Dominion Veterinarian, and General Freight Agent McMullen, of the Canadian Pacific railway.

FORESTRY.

The report of the Superintendent of Forestry will be found under Part IX. of the general report. The general result of the work of this branch has been quite satisfactory, and it is gratifying to note that the demand for seedlings and trees from settlers throughout the west has increased from a little over 50,000 in 1899, to nearly 2,000,000 during the present year. This is clearly the best indication that the success achieved by those who some years ago took advantage of the gratuitous assistance in this relation afforded by the government has acted as a strong incentive to others to follow in the same experiments. The suggestion of the superintendent as to the advisability of further perfecting the organization for the proper care and maintenance of the permanent forest reserves is timely, and it is, therefore, proposed to take whatever action may be found necessary in this regard.

The same remark applies with reference to timber generally. There is no doubt that in view of the rapid development of the country and the consequent demand for timber, both for fuel and construction purposes, proper methods will have to be devised by which the department may ascertain definitely the value and extent of the various timber areas within the boundaries of the western provinces still under Dominion control. To attain this end it would be necessary to extend the scope of our present system of inspection, but the matter is one of such vital interest from a public point of view that the increased expenditure involved would be fully justified.

I desire to call particular attention to the report to be found at the end of Part IX., by Mr. E. Stewart, late Superintendent of Forestry, of his exploratory trip up the Mackenzie and down the Yukon rivers.

It must be borne in mind that Mr. Stewart's trip was, as is the case with regard to almost all exploratory information relating to that portion of the Dominion, confined entirely to the routes traversable by way of the rivers,—rivers whose magnificent breadth and grandeur of scenery are not surpassed, if equalled, by those of the eastern

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portion of the Dominion,—so that what is known from the information obtained through a trip of this nature can be estimated as only a percentage of what the resources of that land really may be.

Mr. Stewart outlines one or two suggestions which may well merit consideration. One is for extended and careful exploration for gathering precise information as to the actual timber resources, not only of the districts lying immediately alongside of the rivers, but inland from their waters. Another suggestive point which Mr. Stewart makes is that the distance from the east end of Lake Athabaska to Fort Churchill on the Hudson bay is less than 500 miles,—a mileage of no great magnitude in these days of rapid railway construction,—and that a railroad between these two points would afford an outlet for the trade of an immense district of country over a route which would be vastly shorter than that by the St. Lawrence.

I have the honour to be, sir,

Your obedient servant,

W. W. CORY,

Deputy of the Minister of the Interior.

PART I.

DOMINTON LANDS.

DOMINION LANDS.

No. 1.

REPORT OF THE COMMISSIONER OF DOMINION LANDS.

DEPARTMENT OF THE INTERIOR,

OTTAWA, June 21, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to submit my report for the nine months ending March 31, 1907, on the Dominion Lands Branch of this department, together with the reports of the Inspector of Dominion Land Agencies and the Agents of Dominion Lands for the several districts.

A summary statement has been prepared of the work transacted during the period mentioned as compared with the corresponding nine months during the previous year.

STATEMENT of work for nine months ending March 31, 1907.

| | 1906. | 1907. |
|---------------------------|--------|---------|
| Files dealt with. | 83,058 | 119,459 |
| Letters written..... | 63,107 | 90,934 |
| Triplicates..... | 26,920 | 59,652 |
| Total letters..... | 90,027 | 150,586 |
| Applications for patent— | | |
| Number examined | 11,027 | 15,426 |
| New applications. | 7,431 | 11,305 |
| Certificates issued..... | 6,684 | 10,647 |

The question of accommodation for the staff is still pressing, and additional space is urgently required, particularly in view of the necessity for increasing the numerical strength of the staff.

I have the honour to be, sir,

Your obedient servant,

J. W. GREENWAY,

Commissioner of Dominion Lands.

No. 2.

REPORT OF THE INSPECTOR OF AGENCIES.

OFFICE OF INSPECTOR OF DOMINION LANDS AGENCIES,
BRANDON, MANITOBA, April 15, 1907.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit my report for the amended departmental year, July 1, 1906, to March 31, 1907.

It is pleasing to again report very great progress in the development of the western provinces. The rush of immigration keeps up. The crop of 1906 was very satisfactory, and capital seeking investment is steadily increasing. The newly settled districts are rapidly being brought under cultivation and a general feeling of independence and prosperity is apparent.

The work in most of the land offices has materially increased.

The change in the termination of the departmental year, from June 30 to March 31, cuts off the three busiest months of the year and makes it difficult to give comparative figures in regard to the work. I have endeavoured, however, to give correct comparisons with the same nine months of the preceding year.

SPECIAL INSPECTION WORK.

It having developed that a number of land dealers, who might be more properly called 'land sharks,' were endeavouring to manipulate desirable homestead lands for personal gain, a campaign of special inspection work was inaugurated in April, 1906, which was to cover the land districts of Alameda, Regina, Yorkton and Battleford. This work entailed an inspection and report by the homestead inspectors of each quarter section of land for which entry had been granted prior to September 1, 1905, and not yet patented. In my report of 1906 I gave a statement of what had been completed in that work to June 30, 1906. The following is an additional statement of the inspections reported for each district and the summary cancellations made since July 1, 1906:—

| Agency. | Inspections. | Cancellations. |
|---------------------|--------------|----------------|
| Alameda. | 1,608 | 23 |
| Battleford. | 3,098 | 157 |
| Regina. | 8,983 | 364 |
| Yorkton. | 3,550 | 283 |

I may add that this special inspection entailed an enormous amount of work upon the homestead inspectors and a very great amount of additional work at the land offices. Its accomplishment, however, has made available a great amount of land for re-entry and given the public assurance that the department will not tolerate any interference with or manipulation of free grant lands held for *bona fide* settlers.

INSPECTION OF OFFICES.

The land offices and a number of the sub-land offices have been inspected during the past fiscal year and my reports have been made to you upon the same, from time

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to time, as the inspections were made. I have almost invariably found the books and records in the land offices well kept and in order. In addition to regular inspection of offices my time has been largely given to visiting offices as frequently as possible and keeping a close supervision of all the work.

It was found impossible to visit and check-up the offices of the sub-agents as often as desirable, but I have recently been given an assistant, Mr. J. W. Martin, formerly Dominion Lands Agent at Lethbridge, who will chiefly attend to this work.

NEW LAND DISTRICTS.

During the year two new land districts have been organized, Humboldt and Moosejaw. The former was opened for the transaction of business October 15, 1906, and the latter March 25, 1907. This occasioned much extra work in the transcribing and separation of records before commencing work in the new offices.

On September 30, 1906, the office for the Minnedosa district was closed and the entire district was merged into the Dauphin district. All books, records, &c., were transferred to the Dauphin office. There are at the present time sixteen land districts in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

During the year two new sub-agencies have been established—Herbert, Saskatchewan, and Vermilion, Alberta. Three sub-agencies have been extinguished, Humboldt, Moosejaw and Estevan. The sub-agencies at the present time number 57.

During the year I have travelled by rail and boat 29,697 miles, and by team 625 miles, making a total for nine months of 30,322 miles.

I beg to attach herewith statements as follows:—

‘A.’—Dominion Land Agencies, principal business transacted.

‘B.’—Sub-agents, principal business transacted.

‘C.’—Homestead Inspectors, principal work performed.

I have the honour to be, sir,

Your obedient servant,

R. E. A. LEECH,

Inspector of Dominion Lands Agencies.

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A. DOMINION LANDS AGENCIES, principal transactions for the period from July 1, 1906, to March 31, 1907.

| Agencies. | Homestead Entries granted. | Land Sales. | Applications for Patent received. | Timber Permits issued. | Hay Permits issued. | LETTERS. | | REVENUE. | | EXPENDITURE. | | | | | |
|---|----------------------------|-------------|-----------------------------------|------------------------|---------------------|-----------|---------|----------|-----------------------|---------------|---------|----------------------|-----|--------|-------|
| | | | | | | Received. | Sent. | Scrap. | Total Scrap and Cash. | No. of Staff. | Salary. | Com- munications. | | | |
| | | | | | | | | | | | | | \$ | cts. | \$ |
| Alameda | 1,115 | 7 | 1,210 | 8 | 44 | 12,854 | 10,261 | ..... | 15,973 | 10 | 4 | 2,621 | 66 | 718 | 80 |
| Battleford | 3,213 | 21 | 561 | 130 | 39 | 22,335 | 15,600 | ..... | 44,765 | 96 | 9 | 5,198 | 30 | 938 | 30 |
| Brandon | 81 | 25 | 515 | 195 | 4 | 5,175 | 4,448 | ..... | 17,758 | 13 | 3 | 2,595 | 61 | 148 | 82 |
| Calgary | 973 | 70 | 1,007 | 687 | 7 | 28,861 | 19,011 | 1,200 | 00 | ..... | 6,926 | 60 | 704 | 40 | ..... |
| Dauphin | 357 | 16 | 325 | 662 | 14 | 7,821 | 5,227 | ..... | 11,948 | 10 | 3 | 2,069 | 94 | 918 | 42 |
| Edmonton | 2,766 | 89 | 1,250 | 1,228 | 49 | 22,437 | 22,189 | ..... | 82,325 | 72 | av. 13 | 8,663 | 26 | 1,769 | 80 |
| Humboldt | 752 | 2 | 371 | 108 | 2 | 10,081 | 6,483 | ..... | 8,430 | 10 | 5 | 1,936 | 30 | 976 | 77 |
| Kamloops | 46 | 77 | 25 | ..... | 2 | 2,531 | 2,427 | ..... | 12,445 | 93 | 3 | 2,111 | 69 | 105 | 51 |
| Leitchfield | 1,418 | 135 | 507 | 276 | 73 | 18,035 | 14,855 | ..... | 42,681 | 89 | 5 | 3,036 | 62 | 1,046 | 57 |
| Moosejaw | 57 | 1 | 11 | 1 | ..... | 611 | 192 | ..... | 598 | 30 | 16 | 365 | 53 | 60 | 64 |
| Minnedosa | 54 | 1 | 28 | ..... | 35 | 1,038 | 689 | ..... | 2,019 | 33 | 2 | 549 | 99 | 37 | 79 |
| New Westminster | 29 | 21 | ..... | ..... | ..... | 1,551 | 1,248 | ..... | 6,540 | 14 | 1 | 1,049 | 94 | 199 | 90 |
| Prince Albert | 1,001 | 23 | 578 | 4,073 | 12 | 8,132 | 7,011 | 654 | 54 | ..... | 40,631 | 35 | 5 | 3,117 | 16 |
| Red Deer | 1,633 | 15 | 636 | 420 | 13 | 12,901 | 10,091 | ..... | 22,084 | 15 | 4 | 2,436 | 61 | 1,833 | 09 |
| Regina | 5,072 | 70 | 2,382 | 803 | 77 | 51,196 | 47,200 | ..... | 81,508 | 38 | av. 28 | 11,651 | 92 | 2,013 | 84 |
| Winnipeg | 737 | 51 | 337 | 632 | 79 | 13,401 | 10,381 | 800 | 00 | ..... | 61,992 | 90 | 14 | 11,025 | 00 |
| Yorkton | 1,721 | 69 | 1,343 | 717 | 13 | 31,403 | 22,589 | ..... | 33,925 | 55 | 8 | 5,463 | 27 | 468 | 63 |
| | 21,687 | 633 | 11,109 | 6,940 | 529 | 253,366 | 199,632 | 2,909 | 79 | ..... | 549,325 | 40 | 132 | 72,862 | 46 |
| Compared with corresponding nine months in the year 1906 | 25,781 | 843 | 7,587 | 8,388 | 562 | 233,807 | 210,063 | 3,936 | 65 | ..... | 440,925 | 99 | 103 | 51,901 | 54 |

R. E. A. LEECH,
*Inspector of Dominion Lands Agencies.*Compared with corresponding nine months
in the year 1906

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B.—DOMINION LANDS Sub-Agencies, principal work performed during the period from July 1, 1906, to March 31, 1907.

| Name. | Place. | Applications for Homestead Titles taken. | Applications for Patent taken. | Applications for Timber Permits taken. | Applications for Hay Permits taken. | Amount remitted to Land Office. | Salary. | Expenses, Postage, Exchange, and Commission. | Remarks. |
|--------------------|-------------------------|--|--------------------------------|--|-------------------------------------|---------------------------------|---------|--|---|
| | | | | | | \$ cts. | \$ cts. | \$ cts. | |
| Baetz, Geo. O. | Ft. Saskatchewan, Alta. | 87 | 17 | 92 | 35 | 1,310 82 | 225 00 | 13 51 | |
| Bailey, C. H. | Estevan, Sask. | 171 | 221 | | 15 | 2,680 00 | 225 00 | 22 08 | 2 months, July and August, September to November 8, 1906. Appointed Nov. 23, 1906. |
| Duncan, L. A. | Canora, Sask. | 305 | 127 | 159 | 11 | 3,762 00 | 250 00 | 30 91 | |
| Barschel, J. F. P. | Dubuc, Sask. | 40 | 103 | | 11 | 451 90 | 225 00 | 8 28 | |
| Robier, J. S. | Vermilion, Alta. | 4 | 4 | | 1 | 581 00 | 50 00 | 4 01 | |
| Bowell, Harry | Milestone, Sask. | 68 | 122 | | 13 | 1,043 60 | 225 00 | 12 21 | Appointed January 23, 1907. |
| Bunn, John K. | Sprague, Man. | 40 | | | 1 | 401 50 | | | None given. Paid by commission. |
| Caldwell, J. W. | Saddle Lake, Alta. | 127 | 18 | 37 | 7 | 1,339 75 | 135 00 | 4 63 | |
| Coehran, L. B. | Medicine Hat, Alta. | 298 | 71 | 102 | 9 | 4,769 48 | 675 00 | 44 05 | |
| Cook, Robert H. | Arcola, Sask. | 105 | 252 | 135 | 25 | 1,190 50 | 225 00 | 21 37 | |
| Gov. Arthur Edgar | Pinecher Creek, Alta. | 124 | 73 | 42 | 1 | 4,124 62 | 225 00 | 20 87 | |
| Dubois, M. J. | Duck Lake, Sask. | 62 | 69 | 59 | 11 | 1,669 70 | 225 00 | 9 30 | |
| Edgson, John A. | Edison, Alta. | 39 | 11 | 79 | 1 | 501 31 | 225 00 | 4 63 | |
| Elton, D. H. | Carleton, Alta. | 22 | 9 | 18 | | 317 90 | 225 00 | 4 11 | |
| English, J. J. | Maple Creek, Alta. | 162 | 14 | 16 | 9 | 1,789 00 | 375 00 | 15 97 | |
| Flamank, Geo. | Lloydminster, Sask. | 621 | 124 | 17 | 8 | 7,259 25 | 450 00 | 38 33 | |
| Goodwin, A. H. | Vegreville, Alta. | 235 | 158 | 20 | 10 | 2,481 90 | 225 00 | 19 12 | |
| Gray, W. E. | Stettler, Alta. | 530 | 174 | 63 | 37 | 5,907 55 | 300 00 | 44 17 | |
| Gregory, J. A. | N. Battleford, Sask. | 179 | 113 | 30 | 17 | 2,082 30 | 360 00 | 8 90 | |
| Gunn, Peter | Lac Ste. Anne, Alta. | 28 | 3 | 7 | 13 | 324 00 | 225 00 | 2 78 | |
| Gwynn, J. | Kutawa, Sask. | 119 | 4 | 31 | 5 | 1,365 25 | 285 00 | 10 20 | |
| Harley, Hugh | Swan River, Man. | 119 | 43 | 229 | 45 | 2,533 70 | 225 00 | 18 35 | |
| Holmes, W. E. G. | High River, Alta. | 62 | 160 | 96 | 6 | 3,411 21 | 225 00 | 17 06 | |
| Hanser, H. J. | Humboldt, Sask. | 332 | 45 | 1 | 6 | 4,061 65 | 174 20 | 21 35 | Office closed October 15, 1906. Resigned July 1906. |
| Lapointe, Joseph | Willow Bunch, Sask. | 89 | 3 | 5 | | 791 25 | 250 00 | 3 73 | Appointed August 21, 1906. |
| Malcolm, H. A. | Hinsfaal, Alta. | 125 | 81 | 49 | 11 | 1,819 70 | 450 00 | 11 22 | |
| Milburn, William | Swift Current, Sask. | 551 | 16 | 12 | 31 | 6,179 35 | 355 00 | 40 46 | |
| Moore, O. S. | Olids, Alta. | 330 | 127 | 67 | 18 | 3,962 20 | 450 00 | 28 71 | |
| McDonald, D. J. | Kanloops, B. C. | | 5 | 24 | | 468 00 | | 6 99 | Asst.-Crown Timber Agent. |
| McCregor, A. B. | Davidson, Sask. | 459 | 63 | 29 | | 5,296 25 | 360 00 | 32 76 | |
| McCregor, D. S. | Rosburn, Sask. | 142 | 161 | 102 | 15 | 2,341 53 | 450 00 | 8 59 | |
| McIntosh, Robert | Saskatoon, Sask. | 1,147 | 318 | 10 | 48 | 12,638 15 | 700 00 | 80 41 | |
| McKay, O. | Leduc, Alta. | 73 | 13 | 21 | 9 | 924 12 | 225 00 | 5 44 | |
| McKenzie, W. L. | Quill Lake, Sask. | 179 | 49 | 2 | | 1,685 50 | 175 00 | 20 80 | |

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B.—DOMINION LANDS SUB-AGENCIES, PRINCIPAL WORK PERFORMED, &c. *Continued.*

| Name | Place | Applications for Homestead Entries taken. | Applications for Patent taken. | Applications for Timber Permits taken. | Applications for Hay Permits taken. | Amount remitted to Land Office. | | Salary. | | Expenses, Postage, Exchange, and Commission. | Remarks. |
|---|-----------------------|---|--------------------------------|--|-------------------------------------|---------------------------------|-----------|-----------|------|--|---|
| | | | | | | % | cts. | % | cts. | | |
| McKernan, James. | Atlataska Landing. | 21 | | 9 | 18 | 145 60 | 1 48 | | | | Paid by commission. |
| Neveth, Reginald. | Lipton, Sask. | 358 | 107 | 19 | 10 | 1,009 80 | 31 18 | 270 00 | | 31 18 | |
| Oxley, R. W. | Hanley, Sask. | 352 | 113 | 16 | 7 | 3,016 00 | 30 29 | 250 00 | | 30 29 | |
| Padmerson, F. | Pine Valley, Man. | 11 | 8 | 66 | | 135 00 | | 135 00 | | Not given | |
| Paul, S. E. | Moosomin, Sask. | 57 | 44 | | 2 | 606 50 | | 225 00 | | | |
| Plaxton, G. P. | Moosjawa, Sask. | 339 | 77 | 2 | 6 | 3,671 00 | 113 55 | 113 55 | | 28 32 | Resigned August 1906. Appointed September 6, 1906 |
| Reed, C. C. | Parolek, Alta. | 166 | 96 | 36 | 8 | 3,320 70 | 325 00 | 325 00 | | 26 90 | |
| Roberts, Arthur | Wapella, Sask. | 94 | 32 | | 8 | 2,206 01 | 225 00 | 225 00 | | 7 04 | |
| Ross, Paul. | Bedford, Alta. | 12 | 3 | 24 | 21 | 513 55 | 175 00 | 175 00 | | 3 80 | 1 month. 13 months. |
| McDonald, Gordon | Herbert, Sask. | 62 | 8 | 10 | | 777 50 | 90 00 | 90 00 | | 5 90 | |
| Sawatzky, J. F. | Bowden, Alta. | 32 | 23 | 13 | 11 | 434 45 | 60 00 | 60 00 | | 6 14 | |
| Shenfield, H. E. | Strasbourg, Sask. | 137 | 51 | | 5 | 375 50 | 113 55 | 113 55 | | 9 45 | Resigned October 23, 1906. Appointed December 31, 1906. |
| Stedman, E. F. | Rodvers, Sask. | 23 | 34 | | 2 | 661 10 | 360 00 | 360 00 | | 11 25 | |
| Stephen, A. M. | Whitford, Alta. | 61 | 52 | 33 | 8 | 746 31 | 225 00 | 225 00 | | 5 10 | |
| Stewart, Robert. | Nanton, Alta. | 158 | 141 | 70 | 1 | 1,855 50 | 199 73 | 199 73 | | 22 06 | August 10 to December 10, 1906. Appointed December 10, 1906. |
| Stirling, W. C. | Grenfell, Sask. | 105 | 105 | 28 | 7 | 1,612 60 | 285 00 | 285 00 | | 15 36 | |
| Robertson, Wm. | Pt. Qr Appelle, Sask. | 40 | 23 | 1 | 1 | 565 00 | 270 00 | 270 00 | | 8 91 | Returns for June and July 1906. Appointed December 3, 1906. |
| Taylor, R. E. | Daysland, Alta. | 15 | 9 | | | 145 00 | 125 00 | 125 00 | | 3 36 | |
| Thomson, W. M. | Lacombe, Alta. | 123 | 80 | 56 | 11 | 1,625 20 | 300 00 | 300 00 | | 14 13 | |
| Davidson, D. | Weyburn, Sask. | 597 | 361 | 8 | 11 | 6,227 05 | 350 00 | 350 00 | | 40 49 | |
| Vickerson, Frank. | Ranchvale, Man. | 18 | 25 | | | 245 15 | 225 00 | 225 00 | | 4 45 | |
| Waddell, A. | Wetaskiwin, Alta. | 351 | 123 | 50 | 19 | 4,076 61 | 150 00 | 150 00 | | 26 30 | |
| Wakefield, A. G. | Medford, Sask. | 249 | 125 | 172 | 1 | 2,865 75 | 225 00 | 225 00 | | 21 33 | |
| Ward, D. A. | Macleod, Alta. | 90 | 59 | 16 | 15 | 1,008 90 | 350 00 | 350 00 | | 9 03 | Resigned September 26, 1906. Appointed November 19, 1906. |
| Wild, A. E. | Indian Head, Sask. | 87 | 79 | | 1 | 915 00 | 225 00 | 225 00 | | 11 34 | |
| Wilson, D. R. | Stourthorn, Man. | 6 | 8 | 71 | 8 | 131 15 | | 225 00 | | 0 22 | |
| Barker, E. T. | | | | | | | | | | | |
| Wilson, H. G. W. | | | | | | | | | | | |
| Yeo, J. W. | | | | | | | | | | | |
| Compared with corresponding months of the previous year | | 10,760 | 5,089 | 2,332 | 620 | 136,835 00 | 15,546 03 | 13,168 00 | | 995 17 | |
| | | 9,978 | 3,037 | 2,597 | 366 | 120,615 91 | | | | 910 50 | |

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C. — STATEMENT showing principal work of Homestead Inspectors during the period from July 1, 1906, to March 31, 1907.

| Name. | Headquarters. | Land Inspections made. | Applications for Patent taken. | Miles travelled by Wagon. | Miles travelled by Rail. | Travelling and Living Expenses for self and team. | Expenses for new and old travelling equipment. | Remarks. |
|-------------------|-------------------------|------------------------|--------------------------------|---------------------------|--------------------------|---|--|--|
| | | | | | | \$ | \$ | |
| Bannerman, J. A. | Red Deer, Alta. | 1,027 | 46 | 1,329 | 7,528 | 1,386 81 | 16 00 | |
| Bell, George A. | Alameda, Sask. | 273 | 62 | 773 | 355 | 315 31 | 8 65 | Off duty two months. |
| Brooke, A. W. | Moosajaw, Sask. | 706 | 120 | 1,688 | 2,026 | 879 54 | 16 50 | |
| Bryant, T. W. | Calgary, Alta. | 315 | 268 | 2,585 | 814 | 494 92 | 24 75 | |
| Buchanan, D. | Minnedosa, Man. | 878 | 105 | 3,366 | 1,418 | 579 25 | 13 00 | |
| Couston, Geo. H. | Battleford, Sask. | 727 | 121 | 2,324 | 276 | 363 10 | 22 35 | |
| Cunningham, F. J. | Yegreville, Sask. | 152 | 256 | 2,877 | 1,432 | 642 60 | 33 85 | |
| Currie, A. B. | Kamloops, B. C. | | 3 | | | | | Appointed March 8, 1907. Resigned July 16, 1906. No September returns. |
| Dunbar, D. C. | Estevan, Sask. | | | | | | | |
| Duggan, L. | Sedkirk, Man. | 1,213 | 38 | 3,511 | 1,432 | 1,318 31 | | |
| Foley, R. D. | Winnipeg, Man. | 100 | 61 | 1,472 | 575 | 266 85 | 49 50 | |
| Gilson, James S. | Brandon, Man. | 457 | 48 | 1,022 | 6,219 | 460 70 | 6 50 | |
| Gladstone, W. E. | Prince Albert, Sask. | 1,306 | 11 | 2,183 | 1,332 | 679 15 | 16 35 | |
| Helmer, Albert. | Calgary, Alta. | 818 | | 2,315 | 3,631 | 739 22 | | |
| Holben, J. B. | Yegreville, Alta. | | 15 | 92 | 141 | 41 85 | 2 00 | Resigned July 31, 1906. |
| Kennedy, F. | Whitewood, Sask. | 1,795 | 337 | 3,602 | 1,281 | 836 57 | 32 00 | |
| Lagunodiere, Wm. | Winnipeg, Man. | 196 | 24 | 1,368 | 1,216 | 578 82 | 17 50 | |
| Link, Allan. | Lethbridge, Alta. | 377 | 193 | 3,457 | 877 | 777 90 | 11 00 | |
| Magee, W. D. | Lamerton, Alta. | 11 | 63 | 92 | 759 | 113 65 | | |
| Modat, James. | Marathon, Sask. | 116 | 136 | 1,798 | 1,401 | 977 67 | 28 55 | |
| McCallum, N. G. | Yorkton, Sask. | 116 | 131 | 1,644 | 210 | 373 00 | 16 00 | |
| McDonald, Jas. | Edmonton, Alta. | 234 | 276 | 1,431 | 180 | 918 85 | 298 85 | |
| McDonald, D. J. | Kamloops, B. C. | 67 | 3 | 714 | 5,141 | 666 30 | 21 55 | Appointed Timber Inspector, March 9, 1907. |
| McGregor, R. E. | Gilbert Plains, Man. | 63 | 114 | 2,308 | 969 | 569 19 | 16 60 | Resigned February 28, 1907. |
| McLeod, D. | Yorkton, Sask. | 612 | 291 | 3,158 | 352 | 295 89 | | |
| McMillan, Wm. | Treherne, Man. | 714 | 32 | 2,210 | 1,515 | 152 97 | | |
| McNab, D. C. | Brandon, Man. | 879 | 136 | 1,393 | 2,389 | 597 10 | 13 45 | |
| Nielof, W. F. | Estevan, Sask. | 108 | 107 | 1,573 | 1,184 | 417 20 | | |
| Olyver, Edward. | Crack, Sask. | 1,067 | 159 | 3,335 | 1,069 | 199 67 | | |
| Pentland, R. P. | Hanley, Sask. | 596 | 71 | 3,315 | 170 | 876 31 | | |
| Porter, S. P. | Regina, Sask. | 2 | 20 | 326 | 4,154 | 321 35 | | Four months in charge of special inspection work. |
| Ridington, W. R. | Lloydminster, Sask. | 855 | 84 | 2,548 | 1,038 | 821 08 | 317 00 | |
| Seale, John. | Dauphin, Man. | 358 | 49 | 2,846 | 2,157 | 587 10 | 18 15 | |
| Stauder, J. E. | Didsbury, Alta. | 277 | 187 | 3,043 | 1,283 | 608 52 | | No returns. Died in 1906. |
| Stuart, W. W. | Calgary, Alta. | | | | | | | |
| White, W. H. | Pt. Saskatchewan, Alta. | 240 | 99 | 1,415 | 198 | 664 18 | 19 00 | |
| | | 17,015 | 3,703 | 79,242 | 54,086 | 20,087 09 | 995 50 | |

No. 3.

REPORT OF THE AGENT AT BATTLEFORD.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BATTLEFORD, SASKATCHEWAN, April 12, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the fiscal nine months ending March 31, 1907.

Comparing the past period with the previous nine months, it is noticed that there has been a slight decrease in the number of homestead entries made, but this is undoubtedly due to the extreme severity of the winter now ended, which came at least a whole month earlier than the previous one, and the spring rush of settlers has not yet commenced, while at this time last year it was in full swing.

These conditions were particularly noticeable in the southern part of this agency, known as the Tramping Lake district, where fuel is scarce. Moreover, many of the settlers went into occupation of their land late last fall and were totally unprepared when winter came upon them.

The situation, however, was relieved by the prompt action of the government in having the matter thoroughly looked into, and fuel and provisions expeditiously supplied to the needy ones.

At the same time telegraphic instructions were received from the minister permitting settlers to cut timber on government land for immediate use as fuel, without permit or dues, and the protecting of all homestead entries from cancellation until the 1st proximo was also very timely and beneficial.

Such conditions are not likely to occur again. In the course of only a few months the district to the south will be covered by two or more railway lines, doing away with any possibility of congestion of traffic, and bringing that part of this province within reach of eastern markets.

Following is a partial list of the work done during the past nine months:—

| | |
|---|-------------|
| Homestead entries granted. | 3,212 |
| Homestead entries cancelled. | 1,635 |
| Land scrip located (acres). | 16,920 |
| Timber permits issued. | 130 |
| Hay permits issued. | 74 |
| Applications for patent received. | 551 |
| Letters received. | 22,335 |
| Letters written. | 15,600 |
| Total revenue. | \$44,765.96 |

Your obedient servant.

L. P. O. NOEL,

Agent of Dominion Lands.

No. 4.

REPORT OF THE AGENT AT BRANDON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BRANDON, MANITOBA, April 3, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In submitting the report for the fiscal nine months ending March 31, last, I beg to say that as the vacant lands in this agency consist only of a few scattered quarter-sections of very inferior quality, the settlers coming in have to seek homesteads elsewhere, consequently the work here does not give the showing of former years. The cancellations grow less, the homesteaders making efforts to fulfil their duties in order to remain in a well-settled part of the province.

The country is prospering in every way; the prices of farm lands are steadily increasing, as well as the demand. In travelling through the country, you cannot fail to notice the improvement in the farm buildings, and everywhere you can see comfortable farm houses with large, well-built barns, granaries, &c. Another noticeable feature is the tree planting; nearly every farm has its shade trees, as well as a number planted closely together, protecting the buildings from the storms and allowing the transplanting of them as they grow larger.

The contemplated change in the Dominion Lands Act is unsettling many of the farmers in my agency, and they are making preparations and offering for sale their farms, with the intention of going west, where they hope to secure second homesteads and pre-emptions and secure lands for their sons, who are getting at an age to be eligible, and who could only secure lands here by purchase.

The railway facilities at the present time are inadequate to cope with the business of the country, thousands of bushels of grain still awaiting transportation. A great deal of hardship was caused during the past winter by the shortage of coal and wood, it not having been brought into the country at the proper time.

Immigration has opened up, and train loads of people are passing through this city, going further west. At the present time it is utterly impossible to obtain farm labourers or domestic help. The farmers are becoming very anxious, as the spring work may open up at any time, without the necessary help to put in the crop. The tendency of the Immigration Department seems to be to send the incoming men to points further west. I think the interests of the country would be better served by making a more equal distribution of the men, sending them to the older settled parts as well. Five hundred men could easily be placed at this point, and none have come. Daily inquiries are made by farmers for men. The immigration hall has been moved and is now in good shape, everything being kept in first-class order by the caretaker, and every comfort can be given to the settlers until they obtain suitable work.

The following is a statement of the work performed for the past nine months ending the 31st ultimo:—

| | |
|---|-------|
| Homestead entries granted. | 52 |
| Applications for patent received. | 479 |
| Cancellations of entries. | 59 |
| Letters received. | 5,547 |
| Letters sent. | 4,605 |

Your obedient servant,

L. J. CLEMENT,
Agent of Dominion Lands.

No. 5.

REPORT OF THE AGENT AT CALGARY.

DOMINION LANDS AND CROWN TIMBER OFFICE.

CALGARY, ALBERTA. April 16, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report of the work performed in this office during the nine months ended March 31, 1907.

The number of homestead entries, 973, is a decrease from the previous twelve months of 1,109. This I attribute to the fact that we have had very little homestead land within a radius of 50 or 60 miles of the railway, and the majority of the entries have been for lands that were cancelled from time to time for the non-performance of the homestead duties by the previous entrant. We have, however, north and east of the big Red Deer river, about 230 townships that are very sparsely settled, where a large number of home-seekers could be located, provided railway facilities were guaranteed. I expect the Canadian Northern and Grand Trunk Pacific will tap this particular district before very long, and in the meantime we shall require to direct a considerable amount of settlement in there.

The revenue from lands amounts to \$28,066.62, exclusive of the amount paid at head office on account of sales of lands, grazing leases, &c., being a decrease of \$15,537.20 from the revenue of the previous twelve months.

As the business for the Timber and Mines Branch for this district is also conducted at this office, I may mention that the revenue from this branch amounted to \$33,924.14, an increase over the amount for the previous twelve months of \$6,185.81.

Prospects for a good crop certainly never looked better at this season of the year. The fall wheat experienced no damage whatever during the winter, and the best crop ever harvested in this country is looked for this year, unless some unforeseen thing happens.

The winter has been a very severe one, and in some portions of Alberta the snow has been very deep, which, together with the intense cold, created a considerable loss among the cattle upon the ranges, where food and shelter could not be provided, although the loss has not been so great as at one time expected.

The price of beef is considerably higher than it was last year, which will compensate the ranchers to a considerable extent.

Horses command a very high price: never before have they been so high. A good heavy team will bring readily \$400; one pair sold at auction a few days ago for \$575.

The settlers throughout the country are very happy and cheerful, notwithstanding the severe winter, and the prospects generally for farmers and business men are very bright. According to an estimate made by Mr. James Winn, Immigration Agent at this point, the immigration into Alberta, via Calgary, has been larger than any previous nine months, and there has been no difficulty in placing those requiring employment.

The city of Calgary continues to forge ahead very rapidly, and the same may be said of all the smaller places throughout Southern Alberta.

I append hereto a detailed statement of receipts on account of Dominion lands, exclusive of the amount paid at head office.

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Attached hereto is also a statement of the work performed at this office. Although there has been a decrease in the number of homestead entries, yet there has been a very large increase in other work.

Your obedient servant.

J. R. SUTHERLAND,

Agent of Dominion Lands.

STATEMENT of receipts on account of Dominion Lands for the nine months ending March 31, 1907.

| | |
|---|-------------|
| 973 Homestead entries. | \$ 9,710 00 |
| 67 Payments on account of improvements. | 4,031 25 |
| 73 Land sales (cash). | 12,964 74 |
| 5 Land sales (scrip). | 1,200 00 |
| 1 Coal fee. | 5 00 |
| 18 Sundries payments. | 4 24 |
| 5 Seed grain collections. | 151 39 |
| | <hr/> |
| | \$28,066 62 |

STATEMENT of work performed during the nine months ending March 31, 1907.

| | |
|--|--------|
| Letters written. | 20,011 |
| Letters received. | 28,861 |
| Applications for patent received. | 1,007 |
| Homestead entries cancelled. | 734 |
| Homestead entries granted. | 973 |
| Land sales. | 78 |
| Half-breed scrip location. | 1 |
| Payments on account of improvements. | 67 |
| Timber ground rent collections. | 7 |
| Payments royalty on sales (timber). | 41 |
| Timber permits. | 687 |
| Timber seizures. | 11 |
| Hay permits. | 47 |
| Grazing rent collections. | 66 |
| Mining application fees. | 19 |
| Coal land fees, sales and royalties. | 119 |
| Seed grain collections. | 5 |
| Sundry payments. | 18 |

No. 6.

REPORT OF THE AGENT AT DAUPHIN.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
DAUPHIN, MANITOBA, March 30, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the following report for the Dauphin district, covering the nine months ending this day, being the end of the fiscal year.

This report deals more particularly with that portion of the district that was for several years past the Dauphin section; the tract recently handed over to me, which was formerly the Minnedosa district, I have not the same personal knowledge of, and therefore, cannot express myself in regard thereto as fully as I would like to, though I hope to be better advised as to it before long.

The district as a whole has shared with the rest of the west in its prosperity; many settlers have joined us, these including farmers as well as artisans, of all classes, with business men, the growing towns and villages having attracted the latter, as good opportunities for prosecuting their various callings were presented.

Trade has been steadily on the increase, though somewhat hindered during the past winter owing to shortage of cars, which prevented farmers from marketing their grain, and considerable inconvenience was experienced in delayed payments of obligations due. Of late, however, this situation has been relieved, the lines of railway being opened and shipments moving freely.

Crops were good and prices fair, and it is estimated that not less than 2,000,000 bushels of wheat will be marketed from this northern portion of the district. Oats and barley were also grown to a considerable extent, though no surplus for export was produced, the heavy local demand for the supply of lumber and railway work taking up the visible supply.

Mixed farming is being paid more attention to from time to time, with a marked result as the settlers get more acreage under cultivation, and the returns will in the future be still more noticeable.

Heavy importations of horses have been made, bringing good returns, as many of our foreign people have now arrived at that stage when the oxen formerly used cannot do their work. Some fine breeding animals have been found in these importations.

All the municipalities have prosecuted the work of improvements, in roads, ditching, bridges, &c., so far as the requirements warranted, resulting in great benefit to local travel.

Many heavy transactions in sales of lands have been reported, covering both wild and improved farms, high prices being secured in many instances.

Considerable settlement has taken place in the tract between Lakes Dauphin and Manitoba, and further surveys in this section would be advisable.

The great snow fall of last winter, the heaviest for many years, in certain localities, and which came very early in the season, considerably hampered lumber operations, in several instances rendering it impossible for any timber to be taken out, but as these conditions obtained over only a part of the district, work was carried on in others as usual, so that there is a fair average quantity of building material ready for the market when called for.

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Certain parts of the district were somewhat short of fuel, at times, owing to the depth of snow preventing local supplies being brought in, and blocking the various lines of railway, on which source many of our towns depended for supplies; but no serious hardships were experienced.

The demand for labour of all classes has been fairly well met, but no doubt from this out we will require assistance from outside points as our foreign settlers, who in the past have filled the demand, in a great measure, cannot longer be depended on, they having now placed such areas under cultivation as will necessitate their attendance, the women and children being no longer able to take off the harvest.

The health of the district has been good, no serious epidemics having visited us, and the general condition is most prosperous.

I subjoin a statement of some of the leading lines of work carried on in the office.

Your obedient servant,

F. K. HERCHMER,

Agent of Dominion Lands.

STATEMENT of certain lines of work carried through in the Dauphin Lands Office during the nine months ending March 30, 1907.

| | |
|----------------------------------|-------|
| Homestead entries granted... | 358 |
| Timber permits issued... | 662 |
| Timber seizures made... | 68 |
| Seed grain liens collected... | 19 |
| Letters received... | 7,824 |
| Letters written... | 5,227 |
| Applications for patent taken... | 325 |
| Entries cancelled... | 178 |

No. 7.

REPORT OF THE AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

EDMONTON, ALBERTA, April 2, 1907.

The Commissioner of Dominion Lands,

Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the nine months ending March 31, 1907.

In order to curtail my report as much as possible I will simply enumerate the most prominent features of affairs in general.

The severity of the winter has proved the safety and benefit of living near coal and timber lands which are easy of access. The most prominent features of the year were:—

Increase in value of timber lands. Activity in obtaining control of coal lands by individuals and companies. Large demand for all kinds of labour. Great increase in the price of lumber, which has become a detriment to the development of the country. Lack of sufficient transportation facilities. Rapid increase in the value of farms and town lots. The springing up in a day of new towns and villages. The great increase in the number of wealthy farmers and citizens. The keen interest taken in the new

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Lands Act. The movement of farmers to the towns. The great desire of settlers to take up land in the Peace River country. The lack of domestic help and unskilled labour. The general feeling of prosperity and absolute faith in the future of the district by one and all.

The returns given below show the progress of the district:—

HOMESTEAD ENTRIES AND REVENUE.

1904-5, entries, 2,903; revenue, \$43,682.36; 1905-6, entries, 4,601; revenue, \$70,984.81; 1906-7 (nine months of), entries, 2,766; revenue, \$82,325.72.

SUMMARY OF ACTUAL BUSINESS DONE.

| | |
|--|-------------|
| Letters received. | 22,437 |
| Letters sent. | 22,189 |
| Applications for patent. | 1,250 |
| Homestead entries cancelled. | 1,185 |
| Hay permits issued. | 49 |
| Timber permits issued. | 1,228 |
| Homestead entries granted (nine months). | 2,766 |
| Land scrip located. | 26 |
| Revenue. | \$82,325.72 |

Your obedient servant.

A. G. HARRISON,

Agent of Dominion Lands.

No. 8.

REPORT OF THE AGENT AT ESTEVAN.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

ESTEVAN, SASKATCHEWAN, April 10, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the year ending March 31, 1907.

I am pleased to be able to report that the crop of last year was an abundant one, the average yield of wheat being about 22 bushels per acre, but owing to the blockades on the railroads much of the wheat is still in the hands of the farmers or in store in the elevators. The winter, which set in about the middle of November, has been a very severe one: the continued cold weather and deep snow greatly interfered with the movement of trains, consequently there was considerable inconvenience experienced by the settlers, owing to the scarcity of fuel. I am pleased to be able to say that the reports published in the newspapers in regard to the condition of the settlers were much exaggerated. The homestead inspectors were given instructions to visit each settlement throughout the district and report as to the condition of the settlers in regard to supplies of fuel and provisions. Only one or two cases were found where settlers were suffering for want of fuel, and they were being looked after by neighbours until the

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condition of the roads permitted them to get supplies from town. The Royal North-west Mounted Police had also instructions to visit the outlying districts and look after the needs of the settlers. The order of the minister protecting all homestead entries from cancellation till May 1 has been largely taken advantage of.

There has been a large increase in the number of settlers coming into this district, many of whom have bought lands in the vicinity of the towns. The settlement now extends as far west as the Willow Bunch, where a number of townships were surveyed last year, and a number of homesteads taken up.

The lands in the Willow Bunch district are now in the Moosejaw agency, as all lands west of range 18, which were formerly in the Alameda district, have been added to Moosejaw. Owing to the lands now open for homestead entry lying west of the Soo line of railway, considerable inconvenience was experienced by the settlers having to come to Alameda to transact business. It was, therefore, decided to move the land office to Estevan, a town of considerable importance on the Soo line, and also the terminal point of the Souris-Estevan branch. The office was opened here on April 2. A large amount of breaking was done last year, and there will be a large increase in the acreage brought under cultivation this season. I regret to report the death of Mr. John Mooney, of the staff of this office, who died on February 7, last.

Appended is a statement of work performed during the fiscal year:—

| | |
|-----------------------------------|-------------|
| Letters received.. | 12,854 |
| Letters written.. | 10,261 |
| Applications for patent.. | 1,240 |
| Entries cancelled.. | 486 |
| Homestead entries.. | 1,115 |
| Land sales.. | 7 |
| Timber permits issued.. | 8 |
| Hay permits.. | 44 |
| Grazing rents.. | 5 |
| Royalty coal mining.. | 5 |
| Revenue.. | \$15,973.10 |

Your obedient servant.

R. CLAUD KISBEY,

Agent of Dominion Lands.

No. 9.

REPORT OF THE AGENT AT HUMBOLDT.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

HUMBOLDT, SASKATCHEWAN, March 30, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR.—I have the honour to report that during the period of the fiscal nine months ending on the 31st instant, the Humboldt agency has been in operation from November 1, 1906, being a period of five months.

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The total receipts for this time amount to \$8,430.10, being made up as follows:--

| | |
|---|------------|
| 752 Homestead entries, fees for which amount to.. . . | \$7,380 00 |
| 36 Payments for improvements, amounting to.. | 762 00 |
| 2 Payments on account of land sales.. | 110 50 |
| Sundries.. | 46 75 |
| 109 Timber permits issued, fees for which amount to.. . . | 32 75 |
| School land sundries.. | 77 25 |
| 1 Collection on account of seed grain lien.. | 20 85 |
| | <hr/> |
| | \$8,430 10 |

The sum of \$1,936.30 has been paid for salaries for this office, the staff of which consists of six at the present time.

The total disbursements of contingent funds amounts to \$976.77. in which is included cost of transcription work and cost of packing and shipping records from the Prince Albert, Regina and Yorkton agencies to this office.

There were 374 applications for patent recommended and 280 entries cancelled.

The letters received numbered 10,081, and 6,483 have been written.

The work appears to be in a very satisfactory condition all through the agency with the exception of this office, where the correspondence is considerably behind, this being caused by lack of sufficient staff to carry on the work. The attention of the Inspector of Dominion Land Agencies has been called to this matter, and he has promised to increase the staff at the earliest possible opportunity.

During the past winter the number of incoming settlers has been considerably lessened on account of the lack of efficient railway service: notwithstanding this fact, this office and the six sub-agencies tributary thereto have been kept busy.

Numerous reports have been circulated by the public press and other agencies relative to the suffering caused by the severe weather during the past winter and the blockade resulting therefrom on all railway lines. I am pleased to be able to report that so far as this district is concerned these reports have been greatly exaggerated. Careful inquiry has been made in this direction, and no single case of actual suffering through lack of fuel or provisions has been brought to my attention.

Notwithstanding this fact, many settlers and intending settlers have, however, experienced great inconvenience through the inefficient service given by the Canadian Northern Railway Company, which fact is to be deplored, as such experiences are not easily forgotten by new settlers.

There are still about 4,000 quarter-sections open and available for homestead entry in this agency, and from correspondence on file a large number of settlers from the United States, Europe and many of the British colonies intend homesteading in the district during the coming spring and summer, and all indications point to the fact that the coming fiscal year will be the heaviest on record in this department.

Your obedient servant,

GEO. L. DEMPSTER,

Agent of Dominion Lands.

No. 10.

REPORT OF THE AGENT AT KAMLOOPS.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
KAMLOOPS, B.C. April 3, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the nine months ending March 31, 1907. The revenue collected at the office is practically the same as during the corresponding nine months last year. There is, however, a small decrease, which may be accounted for by the rental collected on leases during the month of March this year being only about \$600 as against \$1,500 for the same month last year; but the principal reason why the nine months referred to have not shown a larger increase is owing to the fact of the land in this agency being practically withdrawn from sale. A number of settlers have squatted upon unsurveyed lands in townships 17, 18 and 19, range 17, west of the sixth meridian. The lands referred to are now surveyed, but the plans of survey have not yet been received at this office, consequently I have been unable to deal with them. The prompt action of the department in having plans of survey referred to forwarded to this office would enable me to grant these homestead entries.

The prospects for an abundant harvest are bright. The snowfall during the past winter has been very heavy, and the farmers are of the opinion that they will have plenty of water in the dry belt for irrigation purposes, even without the aid of rain, to insure the expected crop.

The following is a summary of the work done during the nine months:—

| | |
|---|-------------|
| Homestead entries granted. | 46 |
| Homestead entries cancelled. | 16 |
| Applications for patent received. | 25 |
| Number of acres sold. | 1,647 |
| Revenue collected. | \$12,504.15 |

Your obedient servant,

A. B. CURRIE,

Agent of Dominion Lands.

No. 11.

REPORT OF THE AGENT AT LETHBRIDGE.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
LETHBRIDGE, ALBERTA. April 9, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR.—I have the honour to submit for your consideration the annual report of this office for the period ending March 31, 1907.

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I have much pleasure in stating that the prosperity of Southern Alberta is continuing and settlers are pouring into this district from all parts of the States, as well as from eastern Canada, which tends to show the faith they have in its future possibilities. At the present time settlers are busy commencing farming operations, and the present year, from prevailing indications, should prove a very satisfactory one to those engaged in this line of business.

Settlement is reaching out in every direction, and one of the requirements to complete the settlement in the west is more railways.

Large tracts of land have been purchased throughout this district from the railway and irrigation companies, and the purchasers are daily disposing of the same to intending settlers. A large percentage of the settlers locating in Southern Alberta are actual farmers from the United States, with capital, and should make a success of farming in this country.

While the homestead entries for the Lethbridge agency are not quite as numerous as for the year ending June 30, 1906, the work of the office has increased materially and has been disposed of satisfactorily, although additional office accommodation and assistance are very necessary. The entries of homesteaders who are not performing their duties are being cancelled in large numbers, although the entries cancelled this year are not as numerous as in previous years, as the homesteaders are making every effort to comply with the regulations. In cases where entries have been cancelled, the lands are being rapidly taken up by people on the ground who desire homesteads in suitable localities.

The revenue of the timber and mines branch, as well as the land branch, has increased during the present year, but as a great deal of the timber business for this district is transacted through the Calgary office, the revenue of this branch is much smaller than it would be were the whole business pertaining to the same done here. A very large percentage of the grazing rental, as well as moneys paid on account of coal mining lands, is paid direct to the department and, therefore, the amounts do not appear in my returns.

The sub-agents and other officials throughout this district have been very busy, and deserve credit for the manner in which they have performed their departmental duties. The staff has worked faithfully and is deserving of special mention.

The following is a partial list of the work performed during the past nine months:—

| | |
|---|--------|
| Letters received. | 18,035 |
| Letters sent. | 14,855 |
| Homestead entries granted. | 1,418 |
| Homestead entries cancelled. | 648 |
| General sales. | 135 |
| Hay permits issued. | 73 |
| Timber permits. | 276 |
| Timber seizures. | 16 |
| Applications for patent received. | 507 |
| Grazing rents. | 90 |

Your obedient servant,

J. W. STAFFORD,

Acting Agent of Dominion Lands.

No. 12.

REPORT OF THE AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
NEW WESTMINSTER, B.C.. April 3, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In accordance with the departmental instructions, I have the honour to submit the report of transactions of this office for the period of nine months from July 1, 1906, to the end of the present financial year, March 31, 1907.

This period has been one of *bona fide* prosperity throughout British Columbia generally; and this district has shared largely in this progress.

Owing to the uneven character of much of the land included in this agency, and the fact that timber limits are constantly extending in area, I find it very difficult to locate strangers who desire homesteads, consequently much of my time is absorbed in explaining these peculiarities to satisfy people that the business is of necessity tedious.

The number of entries made does not represent the number of settlers who go on some unsurveyed lands and wait.

Below I append an abstract of work from the monthly summaries during the nine months:—

| | |
|--|------------|
| Letters received. | 1,551 |
| Letters sent, besides circulars. | 1,248 |
| Homestead entries. | 29 |
| Total receipts. | \$6,540.14 |
| Total contingent expenditure. | \$199.90 |

Your obedient servant,

JOHN MCKENZIE,
Agent of Dominion Lands.

No. 13.

REPORT OF THE AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
PRINCE ALBERT, SASKATCHEWAN. April 4, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the nine months ending March 31, 1907. From the comparative statement below it will be seen that the revenue has increased \$10,748.68 over the same period last year, while the expenditure in connection with the office is less by \$305.52. The past year has been one of marvellous ex-

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pansion throughout the west; the country is in a very prosperous condition, and all indications point to a still greater development this coming season, already all railroads being taxed to their utmost capacity to handle the inrush of settlers.

Last season's crop was the best in the history of this district. About one-quarter of the crop is still unthreshed and another quarter is in the hands of the farmers, and I feel satisfied that the total wheat crop has been largely underestimated.

There has been a steady advance in the value of city and farm properties, fully justified by the wonderful earning capacity of the soil.

Notwithstanding the great development taking place, our vast natural resources are practically undeveloped as yet, but with the opening of the Hudson's Bay route an empire north of the North Saskatchewan river, rich in timber, fish, minerals and agricultural lands will be opened up, and the future alone can gauge the vast extent of the wealth lying dormant there. Already in the newly surveyed townships north of this city, where until quite recently it was generally supposed no land existed fit for settlement, 130 homestead entries have been made within a radius of twenty miles.

STATEMENT.

| Nine months ending March 31, 1906. | | Nine months ending March 31, 1907 | |
|------------------------------------|-------|-----------------------------------|-------------------|
| Homestead entries | 1,190 | \$11,685 00 | 1,001 \$ 9,785 00 |
| Improvements | 63 | 1,394 25 | 74 2,170 90 |
| Land Sales | 22 | 2,311 52 | 23 2,556 58 |
| " Scrip | | 120 00 | 3 654 54 |
| Sundries | 14 | 25 00 | 25 34 40 |
| Seed Grain | 17 | 495 00 | 36 865 71 |
| School Lands, Sundries | 22 | 140 00 | 39 240 05 |

CROWN TIMBER.

| | | | |
|----------------------------------|-------|--------------------|--------------------|
| Ground rent | 10 | \$ 740 43 | 4 \$ 401 58 |
| Royalty on sales | 13 | 4,734 47 | 26 16,053 41 |
| Timber permits | 1,175 | 6,794 28 | 1,073 6,583 35 |
| Timber seizures | 40 | 1,385 52 | 41 1,191 72 |
| Hay permits | 25 | 54 00 | 12 90 90 |
| Grazing Dominion Lands | 1 | 3 20 | 1 3 20 |
| | | <u>\$29,882 67</u> | <u>\$40,631 35</u> |

| | Nine months ending March 31, 1906. | Nine months ending March 31, 1907. |
|--------------------------------------|---------------------------------------|---------------------------------------|
| Letters received | 9,123 | 8,132 |
| Letters written | 8,204 | 7,041 |
| Applications for patent | 437 | 578 |
| Entries cancelled | 510 | 869 |
| Salaries and disbursements | \$3,887.46 | \$3,581.94 |

Your obedient servant,

R. S. COOK,

Agent of Dominion Lands.

No. 14.

REPORT OF THE AGENT AT RED DEER.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

RED DEER, ALBERTA, April 6, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In submitting my annual report for the nine months ending the 31st ultimo, I am pleased to say that the Red Deer district has made satisfactory progress during that period. There has been a falling off in the number of homestead entries granted as compared with the corresponding period in 1905 and 1906, which no doubt is owing

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to the severe winter, as very many who, by letters, had expressed their intention of coming to settle here, were prevented from doing so by the extreme cold and depth of snow. The past winter was the most severe one in the memory of the oldest inhabitant; at the same time the settlers in this district had less to contend with than those of almost any other locality. Although the thermometer demonstrated the fact that the weather was extremely cold, the days were bright, with an entire absence of wind, or storms of any description, and those employed in out-door work, such as teaming wood, lumber, &c., did not lose a day on account of the weather, nor was there any inconvenience or suffering felt on account of lack of fuel. A daily train service was maintained on the main line, also on the branch lines running out from Lacombe and Wetaskiwin, with the exception of a few days, which I understand was due as much to defective engines as to cold weather, or deep snow.

The loss of cattle throughout this district, so far as I can learn, has not, up to the present time, been above the average, and the reports in eastern papers with regard to weather conditions, and losses of cattle, will not in any way apply to the Red Deer district.

The Central Alberta Stock Growers' Association, an organization brought into existence through the energy of Mr. George F. Root, one of our most progressive and successful ranchers, who came here from Iowa some six years ago, met in Red Deer on February 27. The principal question discussed at the meeting was whether the rancher is being paid a fair price for his cattle; at the same time almost every question affecting the farmer and rancher was brought up and thoroughly ventilated. So well had Mr. Root organized the meeting that he had present representatives from the Union Stock Yards, Chicago; Clay Robinson Co., the big live stock commission men of the States. J. Y. Griffin & Co., Gordon, Ironsides & Fares, of Winnipeg; P. Burns, of Calgary, and other large cattle exporters. A great deal of interest was taken in the meetings, the hall secured for the occasion being packed to the doors by an appreciative audience. Addresses were delivered by the following gentlemen: President Root, dealing with the factors which affect the marketing of cattle; Mr. M. J. Watson, of St. Paul, and Mr. Goodall, of Chicago, spoke of the arrangements and accommodations of the market there. Mr. A. Scott, manager of the Northern Bank, Edmonton, and Mr. D. M. Sanson, manager of the Canadian Bank of Commerce, Red Deer, dealt with the relations of the banks to the stockmen. Mr. McMullen, of the Canadian Pacific Railway Company, spoke of the heavy increase of stock shipments during the past year. Addresses were also delivered by Mr. A. L. Pawne, Fletcher Predin, M.P.P., W. F. Puffer, M.P.P., John T. Moore, M.P.P., Mayor Gaetz and President Ouimette, of the Board of Trade. It is impossible to estimate the beneficial effects that this meeting will have on the future of the country at large.

The healthy growth of the country is clearly shown by the increased demand for town property at enhanced values.

The following is a statement of business transacted during the nine months ending the 31st ultimo:—

| | |
|----------------------------------|--------------|
| 1,693 Homestead entries. | \$ 16,770 00 |
| 453 Inspections. | |
| 1,011 Cancellations. | |
| 74 Improvements. | 2,983 00 |
| 15 Land sales cash. | 1,177 93 |
| 3 Sundries. | 30 00 |
| 422 Timber permits. | 399 81 |
| 4 Mining fees. | 40 00 |
| 76 Coal land fees. | 372 55 |
| 15 Grazing. | 143 73 |
| 68 Hay. | 181 23 |
| 1 Seed lien collection. | 13 03 |

\$22,084 15

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| | |
|----------------------------------|--------|
| Letters received. | 12,901 |
| Letters written. | 10,091 |
| Applications for patent. | 636 |

Your obedient servant,

W. H. COTTINGHAM,

Agent of Dominion Lands.

No. 15.

REPORT OF THE AGENT AT REGINA.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

REGINA, SASKATCHEWAN, May 22, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the nine months ending March 31, 1907. The statement of work performed is as follows:—

| | |
|--|------------------------|
| 5,762 Homestead entries. | \$56,340 00 |
| 232 Improvements. | 11,159 61 |
| 70 Land sales. | 13,778 13 |
| Sundries. | 145 65 |
| 803 Timber permits. | 278 75 |
| 1 Timber seizure. | 1 50 |
| 77 Hay permits. | 201 60 |
| 16 Grazing rents. | 205 50 |
| School lands sales. | 830 47 |
| 36 Seed grain collections. | 1,567 17 |
| | \$84,508 38 |
| Land scrip located. | 56 for 7,040·10 acres. |
| Letters received. | 51,196 |
| Letters written. | 47,200 |
| Applications for patent sent to head office. | 2,382 |
| Entries cancelled. | 3,492 |

In comparing this statement with the nine months ending March 31, 1906, it shows a slight decrease. This can be accounted for by the opening of the office at Humboldt.

The past winter has been the longest and possibly the most severe in this country for a good many years, and at one time presented a very serious aspect, especially as to the question of fuel, and no doubt there was a great amount of suffering.

The protecting of homestead entries until June 1 has been a great benefit to a large number, and lessened the cancellation work in the office for the time being.

The opening of the office at Moosejaw will relieve the work of this office to a certain degree.

The area under crops this year will not be as large as formerly, but at the present time there is a prospect of a good crop, although the season is over a month later than in former years.

Your obedient servant,

L. RANKIN,

Agent of Dominion Lands.

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No. 16.

REPORT OF THE AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
WINNIPEG, MANITOBA, May 4, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the thirty-third annual report of the Dominion Lands Office, which this year, owing to the change made in the date of the ending of the fiscal year to March 31, covers only a period of nine months.

OFFICE WORK.

The number of homestead entries granted was 737, as against 464 for the corresponding months in 1905-6. The work of the office as a whole shows a decided increase over that of former years.

The net revenue from all sources reached the sum of \$61,092.90. The correspondence was heavy, there being 13,101 letters received and 10,381 written. The applications for patent dealt with and recommended numbered 337, and entries cancelled, 241. During the period under review, 215 hay permits were issued, of which number 143 were upon school lands and 72 upon Dominion lands. The 737 settlers who obtained entries represent nearly every nationality, as is shown by the following summary, the number including members of their families: British, 126; Canadian, 319; American, 20; Russian, 61; Swedish, 141; Icelandic, 104; Polish, 59; Hungarian, 21; Armenian, 14; Belgian, 10; Turks, 8; Dutch, 1; Norwegian, 58; German, 66, and Austrian, 964.

HOMESTEAD LAND.

The only remaining available land in any quantity, surveyed and open for homestead entry in this district is situated in the northerly and easterly parts thereof, which for the most part are covered with scrub and timber and not of the class to be readily taken by Canadian and American settlers.

There has been an active demand for homesteads in the surveyed townships crossed by the line of the Grand Trunk Pacific Railway, and a large number of entries have been granted.

MINING.

During the nine months ended March 31, 19 mining claims were recorded. These claims are situated in eastern Manitoba, in the vicinity of Hawk lake, on the islands and shores of Lake Winnipeg, on the Nelson river and Hudson's bay. In recording these claims it was stated that 16 were staked for gold and 3 for iron. No doubt a larger business would have been done but for the fact that a number of those persons following prospecting as a business left the district with the rush for Cobalt during last summer.

There are a large number who are confident that valuable deposits of minerals exist in eastern Manitoba and along the east side of Lake Winnipeg, and north in the country leading to Hudson's bay. No doubt if this is true, discovery will soon be made, as a thorough search for it by prospectors is being made.

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GENERAL.

In my last report I quoted the expressed opinion of crop experts, that the average yield of wheat crop for the province would be nineteen bushels to the acre. This prediction proved to be remarkably accurate, the exact percentage being 19·49, on a production of 61,250,413 bushels. The weather throughout both the harvest and threshing seasons was exceedingly favourable and the result was a bountiful harvest. Although about 24,000 helpers were brought in from Great Britain and eastern Canada, two or three thousand more could have been employed to advantage. The provincial Department of Agriculture reports the harvest of 1906 to have yielded: wheat, 61,250,413·4 bushels; oats, 50,692,977·7 bushels; barley, 17,532,553·9 bushels; flax, 274,330 bushels; rye, 100,680 bushels; peas, 67,301 bushels, and corn, 249,840 bushels, a total grain crop of 130,168,096, a gain for the year of 14,304,734·7 bushels.

The root crop was: potatoes, 4,702,595 bushels, and other roots, 3,446,432 bushels. The poultry sold by the Manitoba farmers in the fall of 1906 amounted to 557,421 pounds, and the value of their total dairy products was \$1,377,746·84. The total area under all crops in 1906 was 4,912,435 acres. The total area already prepared for crop for 1907 is 2,323,949 acres, an increase of nearly 300,000 acres over the previous fall.

I would call your attention to the unsatisfactory and uncomfortable premises occupied by this office. The building is very old, in a very bad state of repair and most unsanitary. It was erected in the year 1874, and is not now well situated to meet the convenience of the public who have business to transact thereat. I would respectfully recommend that quarters be provided for this office in one of the public buildings in the centre of the city.

Your obedient servant,

E. F. STEPHENSON,

Agent of Dominion Lands.

No. 17.

REPORT OF THE AGENT AT YORKTON.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

YORKTON, SASKATCHEWAN, April 11, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit for your consideration the report of the transactions of this office for the nine months ending the 30th ultimo.

The number of homestead entries granted for the period of nine months was 1,721, as against 2,514 for the same number of months during 1906. This decrease is to be accounted for by the fact that the area of this agency was cut down considerably, some 101 townships being taken away and incorporated as part of the new agency at Humboldt, and also by the fact that nearly all homestead lands capable of fairly easy cultivation have been disposed of.

A line of railway is surveyed through this portion of the agency, and should the same become an actuality, the lands still available will no doubt soon be taken up. The main line of the above named railway runs along the northern fringe of the

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agency and many centres of trade have been created, which in a few years will become noted for the export of grain. These centres during the fall and winter months have seriously suffered on account of an inefficient railway service, although at points where grain was offered no serious blockade occurred.

During last summer and fall a second investigation of the manner in which the Doukhobors were performing their homestead duties was at work, as a consequence of which Doukhobor land matters were placed in the hands of the Rev. John McDougall, who was appointed a special commissioner for that purpose. All entries of Doukhobors in community were cancelled early in February last, then a proposal was tendered that these Doukhobors should apply to become British subjects and make re-entry for homesteads under certain stipulations by May 1 next. Complaints were received with reference to the methods employed by these people in the cutting of timber on Dominion lands and an inspector was delegated to prevent any illegal cutting on the part of the Doukhobors.

I am pleased to report that whilst the latter part of the winter was severe, settlers in this agency suffered no inconvenience in lack of fuel or scarcity of feed for stock. As an indication of the contented prosperity it is only necessary to call attention to the number of applications for patent recommended, namely, 1,343.

The following is a summary of business transacted:—

| | |
|---------------------------------------|-------------|
| Homestead entries. | 1,721 |
| Sales. | 45 |
| Timber permits. | 260 |
| Hay permits (Dominion lands). | 13 |
| Hay permits (School lands). | 51 |
| Letters received. | 34,403 |
| Letters written. | 22,289 |
| Applications for patent. | 1,343 |
| Entries cancelled. | 1,159 |
| Revenue. | \$33,025.55 |

Your obedient servant,

JAS. E. PEAKER,

Agent of Dominion Lands.

No. 18.

REPORT OF THE MINES BRANCH.

DEPARTMENT OF THE INTERIOR.

OTTAWA, July 13, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior.

Ottawa.

SIR,—I have the honour to submit herewith the report of the Mines Branch of the Department of the Interior for the nine months which ended on March 31, 1907.

Owing to the increased activity in the demand for coal and mining lands and rights in the western provinces and territories of the Dominion, and the increased growth of the branches of the department in which such lands and rights were ad-

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ministered, it was deemed advisable in the public interest to establish a separate branch for the administration of all matters pertaining to mines, and on July 1, 1906, the Mines Branch was created, the duties assigned to it being the administration of all matters pertaining to the Yukon Territory, and of all mines and mining lands the property of the federal government, including coal in the western provinces and territories of the Dominion.

Commencing from July 1, 1906, the revenue of the Yukon Territory from its various sources, together with the revenue derived from mining lands in the western provinces and territories, including coal, previously reported by other branches, will in future appear in the report of the Mines Branch.

The revenue derived from all sources for the nine months which ended on March 31, 1907, amounts to \$579,846.34, and the statements lettered 'A' and 'B,' showing in different forms how this amount is made up, will be found at the end of this report; statement lettered 'A' shows the total revenue for each month, and statement lettered 'B' shows the revenue collected at each agency, including the Yukon Territory.

The revenue of the Yukon Territory, which amounts to \$229,818.93, is shown separately in statement lettered 'C.'

The Dominion Lands Office at Minnedosa was abolished on October 1, 1906, and on March 25, 1907, the Moosejaw Dominion Land Agency was created.

The reports for the nine months from the Commissioner of the Yukon Territory, the Gold Commissioner, Comptroller, Crown Timber and Land Agent, the Director of Surveys for the Yukon Territory and the Assistant Gold Commissioner at Whitehorse will be found under Part VII. of the general report.

TIMBER IN THE YUKON TERRITORY.

The total amount of dues collected on account of timber in the Yukon Territory during the nine months which ended on March 31, last, was \$15,732.58.

There are in existence 114 timber berths under license to cut timber, covering a total area of 270.11 square miles.

According to returns received in the department the number of feet B.M. of lumber manufactured during the period mentioned was 1,063,164; sold, 1,407,129; the number of railway ties manufactured, 44,944; sold, 42,941, and the number of cords of wood cut, 5,667; sold, 4,064. This does not include the large amount of timber and cordwood cut, free of dues, for mining purposes.

MINING LANDS OTHER THAN COAL.

During the nine months thirty-one entries for quartz mining claims were granted by the agents of Dominion lands in the western provinces and territories.

In the Yukon Territory 36,753 placer mining claims, 7,354 quartz mining claims and 54,191 renewals and relocations were recorded up to March 31, 1907. The returns for the nine months ending March 31, 1907, show that 1,993 entries for placer mining claims, 1,345 entries for quartz mining claims and 4,749 renewals and relocations were recorded. The revenue collected from these sources and from fees for registering documents in connection with mining operations was \$102,634.25.

Up to March 31, 1907, 95,935 free miner's certificates were issued, producing a revenue of \$946,762.76. During the nine months 2,278 free miner's certificates were issued, and the revenue derived therefrom was \$13,326.75.

On August 1, 1906, the issue of free miner's certificates was abolished, and since that date certificates have not been necessary covering any period subsequent thereto.

The following is a list of the government agencies at which free miner's certificates were issued and the number issued at each such agency during the period mentioned:—

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Dominion land agency at—

| | |
|------------------------------|----|
| Calgary, Alberta. | 9 |
| Edmonton, Alberta. | 5 |
| Lethbridge, Alberta. | 11 |
| Winnipeg, Manitoba. | 13 |

Agencies within the Yukon Territory—

| | |
|----------------------|-------|
| Clear Creek. | 8 |
| Dawson. | 1,747 |
| Duncan. | 100 |
| Sixtymile. | 14 |
| Kluane. | 85 |
| Whitehorse. | 211 |
| Conrad. | 47 |

Other agencies and agents—

| | |
|---|----|
| Ottawa, Ontario, Department of the Interior. | 13 |
| London, England, the High Commissioner's Office. | 10 |
| Vancouver, British Columbia, Dominion Assay Office. | 2 |

Total. 2,278

The total revenue received for dredging leases in the Yukon Territory up to March 31, 1907, was \$151,524.60, and for the fiscal period of nine months, \$1,960.

The total revenue received for the rental of leaseholds in the western provinces and territories, excepting those of the Rocky Mountains park, up to March 31, 1907, was \$36,797.61, and for the past nine months, \$2,139.

The total sum collected up to March 31, 1907, for royalty on the gross output of placer mining claims in the Yukon Territory, after deducting the exemption allowed by the regulations was \$3,552,635.53. Of this amount the sum of \$82,622.42 was collected during the nine months covered by this report.

The royalty was collected at the following places:—

| | |
|---------------------|-------------|
| Dawson. | \$80,530 35 |
| Whitehorse. | 2,092 04 |
| Total. | \$82,622 42 |

DREDGING.

Fifty-three leases to dredge for minerals other than coal, in the submerged beds of rivers in the Yukon Territory, are in force, covering a total frontage of 261.75 miles.

Thirteen leases to dredge for minerals in the beds of rivers in the provinces of Alberta and Saskatchewan are in force, covering a total frontage of 64 miles.

HYDRAULIC MINING.

Fourteen hydraulic mining leases are in force, having a total frontage of 40.58 miles. These leaseholds are all situated in the Yukon Territory. Since the regulations were first established in December, 1898, 47 hydraulic mining leases have been issued, all of which have now been cancelled with the exception of the above number.

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COAL MINING LANDS.

The number of applications for coal mining lands received during the year was 2,376. The revenue for the nine months ending on March 31, 1907, derived from the sale of coal mining lands was \$335,795.97. The area sold was 103,931.04 acres, of which 103,171.04 acres are within the province of Alberta, and 760 acres in the province of Saskatchewan. The total area of coal lands sold up to March 31, 1907, was 252,371.49 acres, and the total amount received therefor was \$880,363.54. Statement lettered 'F' at the end of this report shows the revenue derived from the sale of coal lands for each fiscal year since 1896.

The total amount of revenue collected in each province on account of sales of coal lands for the nine months ending March 31, 1907, is as follows:—

| | |
|---------------------------|---------------------|
| Alberta. | \$331,991 30 |
| British Columbia. | 300 00 |
| Manitoba. | 20 00 |
| Saskatchewan. | 3,484 67 |
| Total. | <u>\$335,795 97</u> |

Twenty-nine coal mining licenses embracing an area of 10,256 acres in The Rocky Mountains Park of Canada have been issued. The revenue derived therefrom during the nine months ending March 31, 1907, amounting to \$6,215.44, is made up as follows: Rental, \$1,758.64; royalty collected on coal mined, \$4,456.80. The total amount of rental collected up to March 31, 1907, was \$7,641.61, and the total amount of royalty collected to the same date was \$9,735.30.

The following is a statement of the office work performed from July 1, 1906, to March 31, 1907:—

| | |
|---|--------|
| Letters received and recorded. | 10,566 |
| Letters sent. | 13,451 |
| Pages of memorandum and schedule. | 9,287 |
| Plans and sketches prepared. | 681 |

Mining.

| | |
|--|--------------|
| Accounts kept posted—dredging 60 and hydraulic 15. | 75 |
| Applications for coal locations received. | 2,376 |
| New entries and renewals for mining locations granted in the western provinces and territories, not including the Yukon. | 31 |
| Applications for stone quarries. | 28 |
| “ tar and asphalt. | 103 |
| “ quartz claims. | 11 |
| “ gypsum. | 2 |
| “ sulphur. | 1 |
| “ limestone. | 4 |
| “ clay. | 1 |
| “ petroleum. | 43 |
| Applications for gold dredging, of which 65 are in the Yukon Territory and 26 in the western provinces and territories. | 91 |
| In the Yukon Territory the number of placer mining claims, renewals and relocations granted was. | 6,292 |
| The number of quartz mining locations granted was. | 1,345 |
| Total. | <u>7,637</u> |

Miscellaneous.

| | |
|---|----|
| Applications to purchase or lease lands in the Yukon Territory | 77 |
| Applications for water frontage. | 2 |
| Number of agricultural leases in force in the Yukon Territory, comprising an area of 404 acres. | 8 |
| Leases for water frontage issued. | 3 |
| Number of water front leases in existence. | 19 |
| Leases for stone quarrying in The Rocky Mountains Park of Canada, comprising a total area of 1,187.86 acres. | 4 |

On February 2, 1907, regulations governing the granting of homestead entries in the Yukon Territory came into force. Under the provisions of these regulations lands in the said Territory, suitable for agricultural purposes, were withdrawn from sale, and every person who is the sole head of a family and every male who has attained the age of eighteen years may obtain entry for 160 acres of such land.

By an order in council dated July 5, 1906, regulations were established for the disposal of water from streams and lakes in the Yukon Territory for the purpose of generating power, and for the control and management of the sale, transmission and use of such power. Under the provisions of these regulations twenty-seven applications have been filed for permission to divert water for power purposes, and leases have been issued to divert 5,000 inches of water from Little Twelve Mile river, and a like quantity from Benson creek, a tributary of the north fork of the Klondike river, for the purpose mentioned.

I have the honour to be, sir,

Your obedient servant,

H. H. ROWATT,

Chief Clerk.

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REVENUE OF DOMINION LANDS

A.—STATEMENT of Receipts on account of Coal and Minerals in the Western Provinces
Mining Fees, Rental of Agricultural Lands, Waterfronts and Water
Territory for the nine months

| Year. | Stone Quarries. | Peat Land Lease. | Timber Dues. | Coal Lands. | Mining Fees. | Hydraulic Leases. | Dredg- ing Leases, N.W.T. | Dredg- ing Leases, Yukon. | Gold Export Tax. |
|----------------|--------------------|---------------------|-----------------|----------------|-----------------|----------------------|------------------------------------|------------------------------------|------------------------|
| 1906. | ¢ cts. | ¢ cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. |
| July..... | | | 1,429 66 | 19,205 97 | 12,593 00 | 348 70 | | | 18,379 80 |
| August..... | | | 1,725 87 | 4,038 50 | 18,955 56 | 507 00 | | | 20,605 35 |
| September..... | | | 3,745 56 | 104,212 81 | 16,773 00 | 776 00 | | | 20,059 02 |
| October..... | 1,362 25 | 128 00 | 4,117 60 | 8,405 98 | 13,300 00 | | 1,719 00 | 500 00 | 19,425 64 |
| November..... | | | 1,527 32 | 19,288 27 | 10,561 50 | 1,007 68 | | | 49 48 |
| December..... | | | 1,090 04 | 61,792 72 | 7,780 50 | | 50 00 | | 1,257 32 |
| 1907. | | | | | | | | | |
| January..... | | | 495 32 | 16,722 99 | 7,866 00 | | 20 00 | | 2,669 76 |
| February..... | 156 88 | | 537 37 | 19,258 84 | 7,382 75 | | | 235 00 | 150 99 |
| March..... | 7 25 | | 1,063 84 | 82,869 89 | 8,820 00 | 706 50 | 350 00 | 1,225 00 | 25 06 |
| Total..... | 1,526 38 | 128 00 | 15,732 58 | 335,795 97 | 104,032 25 | 3,345 88 | 2,139 00 | 1,960 00 | 82,622 42 |

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INCLUDING THE YUKON TERRITORY.

and Territories, and Timber, Hay, Coal, Hydraulic Mining, Dredging, Royalty on Gold, Power, Survey Fees, and Sale of Dominion Lands in the Yukon ending March 31, 1907.

| Free Certificates, Export of Gold. | Coal Mining. | Free Miner's Certificates. | Water Power. | Hay Land, Yukon. | Office Fees. | Dominion Land Sales. | Sale of Quartz Acreage | Rental. | Survey Fees. | Amount. |
|------------------------------------|--------------|----------------------------|--------------|------------------|--------------|----------------------|------------------------|----------|--------------|------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 30 00 | 1,229 30 | 9,268 50 | ..... | 105 00 | 2 00 | 383 34 | 389 80 | ..... | ..... | 63,365 07 |
| 37 50 | 184 00 | 2,707 50 | ..... | ..... | 2 00 | 1,516 80 | 340 71 | 8 25 | ..... | 50,628 98 |
| 100 50 | 600 35 | 739 50 | ..... | ..... | 20 00 | 45 00 | 384 57 | 52 66 | ..... | 147,508 97 |
| 31 50 | 2,132 41 | 271 00 | ..... | ..... | 8 50 | 1,841 58 | 264 46 | ..... | ..... | 53,507 72 |
| 50 | 584 79 | 84 50 | ..... | ..... | 2 00 | 596 08 | ..... | 718 98 | ..... | 34,421 10 |
| 3 50 | 161 60 | 15 00 | 250 00 | ..... | 22 00 | 145 11 | ..... | 5 00 | ..... | 72,572 79 |
| 4 50 | 2,969 11 | 79 50 | 250 00 | ..... | ..... | ..... | 180 82 | 928 28 | ..... | 32,186 28 |
| 2 00 | 845 70 | 22 00 | ..... | ..... | 2 00 | ..... | 100 63 | ..... | ..... | 28,694 16 |
| 5 50 | 830 14 | 139 25 | ..... | ..... | 4 00 | 470 92 | 113 17 | 230 75 | 100 00 | 96,961 27 |
| 215 50 | 9,537 40 | 13,326 75 | 500 00 | 105 00 | 62 50 | 4,998 63 | 1,774 16 | 1,943 92 | 100 00 | 579,846 34 |

H. H. ROWATT,
Chief Clerk.

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DOMINION LANDS

B.—STATEMENT Showing the Total Amount of Revenue Collected at each Agency,

| Agency. | Timber Dues. | Coal Lands. | Mining Fees. | Hydraulic Leases. | Dredging leases, N.W.T. | Dredging leases, Yukon. | Gold Export Tax. | Free Certificates Export of Gold. |
|---|--------------|-------------|--------------|-------------------|-------------------------|-------------------------|------------------|-----------------------------------|
| | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. |
| Alameda | | 3,437 17 | | | | | | |
| Battleford | | 32 50 | | | | | | |
| Calgary | | 38,317 47 | 135 00 | | | | | |
| Dauphin | | 20 00 | 20 00 | | | | | |
| Edmonton | | 45,372 12 | 310 00 | | | | | |
| Kamloops | | 110 00 | | | | | | |
| Lethbridge | | 240,564 76 | 70 00 | | | | | |
| Moosejaw | | 15 00 | | | | | | |
| New Westminster | | 190 00 | | | | | | |
| Prince Albert | | | | | | | | |
| Red Deer | | 7,659 45 | | | | | | |
| Regina | | 77 50 | | | | | | |
| Rocky Mountains Park | | | 30 50 | | | | | |
| Winnipeg | | | 722 50 | | | | | |
| London, England | | | | | | | | |
| Vancouver | | | | | | | | |
| Victoria | | | | | | | | |
| Ottawa | | | 110 00 | 1,581 38 | 2,139 00 | 1,960 00 | 4 | |
| Dawson Gold Commissioner's Office | | | 89,028 25 | 1,764 50 | | | | |
| Whitehorse Asst. Commissioner's Office | | | 13,606 00 | | | | | |
| Dawson Crown Timber and Land Office | 15,295 21 | | | | | | | |
| Whitehorse Crown Timber and Land Office | 437 37 | | | | | | | |
| Dawson Comptroller's Office | | | | | | | | 215 50 |
| Dawson Royalty Collector's Office | | | | | | | 80,530 38 | |
| Whitehorse Royalty Collector's Office | | | | | | | 2,092 04 | |
| Dawson Dominion Lands Office | | | | | | | | |
| Dawson Mining Recorder's Office | | | | | | | | |
| Whitehorse Dominion Lands Office | | | | | | | | |
| Whitehorse Mining Recorder's Office | | | | | | | | |
| Total | 15,732 58 | 335,795 97 | 104,032 25 | 3,345 38 | 2,139 00 | 1,960 00 | 82,622 42 | 215 50 |

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REVENUE.

including the Yukon Territory, for the nine months ending March 31, 1907.

| Coal Mining. | Free Minor's Certificates. | Water Power. | Hay Lands, Yukon. | Office Fees. | Dominion Land Sales, Yukon. | Quartz Acreage Sales. | Survey Fees. | Rental. | Peat Land Lease. | Stone Quarries | Amount. |
|--------------|----------------------------|--------------|-------------------|--------------|-----------------------------|-----------------------|--------------|----------|------------------|----------------|------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 140 90 | | | | | | | | | | | 3,578 07 |
| 10 00 | | | | | | | | | | | 42 50 |
| 421 00 | 45 00 | | | | | | | | | | 38,918 47 |
| | | | | | | | | | | | 40 00 |
| 683 66 | 22 75 | | | | | | | | | 562 25 | 46,950 78 |
| 10 00 | | | | | | | | | | | 120 00 |
| 177 35 | 55 00 | | | | | | | | | 7 25 | 240,874 36 |
| | | | | | | | | | | | 15 00 |
| | | | | | | | | | | | 90 00 |
| | | | | | | | | | | 156 88 | 156 88 |
| 217 55 | | | | | | | | | | | 7,877 00 |
| | | | | | | | | | | | 77 50 |
| 6,215 44 | | | | | | | | | | | 6,45 94 |
| | 75 00 | | | | | | | | | | 297 50 |
| | 50 00 | | | | | | | | | | 750 00 |
| | 15 00 | | | | | | | | | | 15 00 |
| | 17 00 | | | | | | | | | | 17 00 |
| 1,144 16 | 285 00 | 500 00 | | 20 00 | | | | | 128 00 | 800 00 | 8,667 54 |
| | 10,984 00 | | | | | | | | | | 101,776 75 |
| 351 85 | 1,778 00 | | | | | | | | | | 15,735 85 |
| 165 49 | | | 105 00 | | | | | | | | 15,565 70 |
| | | | | | | | | | | | 437 37 |
| | | | | | | | | | | | 215 50 |
| | | | | | | | | | | | 80,530 38 |
| | | | | | | | | | | | 2,092 04 |
| | | | | 40 50 | 3,420 49 | | 100 00 | 1,943 92 | | | 5,504 91 |
| | | | | | | 1,254 32 | | | | | 1,254 32 |
| | | | | 2 00 | 1,578 14 | | | | | | 1,580 14 |
| | | | | | | 519 84 | | | | | 519 84 |
| 9,587 40 | 13,326 75 | 500 00 | 105 00 | 62 50 | 4,998 63 | 1,774 16 | 100 00 | 1,943 92 | 128 00 | 1,526 38 | 579,846 34 |

H. H. ROWATT,
Chief Clerk.

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REVENUE OF THE

C.—STATEMENT of Receipts from Timber, Hay, Coal, Hydraulic Mining, Dredging, Water Power, Survey Fees, and the Sale of Dominion

| Month. | Timber Dues. | Survey Fees. | Mining Fees. | Hydraulic Leases. | Rental. | Dredging Leases, Yukon. | Gold Export Tax. |
|----------------|-----------------|-----------------|-----------------|----------------------|----------|-------------------------------|------------------------|
| 1906. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July..... | 1,429 66 | ..... | 11,925 50 | 348 70 | ..... | ..... | 18,379 80 |
| August..... | 1,725 87 | ..... | 18,890 50 | 507 00 | 8 25 | ..... | 20,605 35 |
| September..... | 3,745 56 | ..... | 16,648 00 | 776 00 | 52 66 | ..... | 20,059 02 |
| October..... | 4,117 60 | ..... | 13,290 00 | ..... | ..... | 500 00 | 19,425 64 |
| November..... | 1,527 32 | ..... | 10,463 50 | 1,007 68 | 718 98 | ..... | 49 48 |
| December..... | 1,090 04 | ..... | 7,755 50 | ..... | 5 00 | ..... | 1,257 32 |
| 1907. | | | | | | | |
| January..... | 495 32 | ..... | 7,861 00 | ..... | 928 28 | ..... | 2,669 76 |
| February..... | 537 37 | ..... | 7,380 25 | ..... | ..... | 235 00 | 150 99 |
| March..... | 1,063 84 | 100 00 | 8,420 00 | 706 50 | 230 75 | 1,225 00 | 25 06 |
| Total..... | 15,732 58 | 100 00 | 102,634 25 | 3,345 88 | 1,948 92 | 1,960 00 | 82,622 42 |

SESSIONAL PAPER No. 25

YUKON TERRITORY.

Royalty on Gold, Mining Fees, Rental of Agricultural Lands, Waterfronts and Lands for the nine months ending March 31, 1907.

| Free Certificates Export of Gold. | Coal Mining. | Free Miner's Certificates. | Water Power. | Hay Lands. | Office Fees. | Dominion Lands Sales. | Sale of Quartz Acreage. | Amount. |
|-----------------------------------|--------------|----------------------------|--------------|------------|--------------|-----------------------|-------------------------|------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 30 00 | | 9,268 50 | | 105 00 | 2 00 | 383 34 | 389 80 | 42,262 30 |
| 37 50 | | 2,707 50 | | | 2 00 | 1,516 80 | 340 71 | 46,341 48 |
| 100 50 | 351 85 | 739 50 | | | | 45 00 | 384 57 | 42,902 66 |
| 31 50 | | 271 00 | | | 8 50 | 1,841 38 | 264 46 | 39,750 08 |
| 50 | 165 49 | 84 50 | | | 2 00 | 596 08 | | 14,615 53 |
| 3 50 | | 15 00 | 250 00 | | 22 00 | 145 11 | | 10,543 47 |
| 4 50 | | 79 50 | 250 00 | | | | 180 82 | 12,469 18 |
| 2 00 | | 22 00 | | | 2 00 | | 100 63 | 8,430 24 |
| 5 50 | | 139 25 | | | 4 00 | 470 92 | 113 17 | 12,503 99 |
| 215 50 | 517 34 | 13,326 75 | 500 00 | 105 00 | 42 50 | 4,998 63 | 1,774 16 | 229,818 93 |

H. H. ROWATT,
Chief Clerk.

7-8 EDWARD VII., A. 1908

YUKON REVENUE.

D.—STATEMENT showing the total Gold Production, the total Exemption, the total subject to Royalty, and the total Royalty collected for each Fiscal Year from May 1, 1898, to March 31, 1907.

| Fiscal Year. | Gold Production. | | Exemption. | | Subject to Royalty. | | Royalty Collected. | | Infringements. | | Total Revenue. | |
|---|-------------------|-----------|------------------|-----------|---------------------|-----------|--------------------|-----------|----------------|-----------|------------------|-----------|
| | § | cts. | § | cts. | § | cts. | § | cts. | § | cts. | § | cts. |
| 1897-1898..... | 3,072,773 | 20 | 339,845 | 00 | 2,732,928 | 20 | 273,292 | 82 | | | 273,292 | 82 |
| 1898-1899..... | 7,582,283 | 02 | 1,699,657 | 02 | 5,882,626 | 00 | 588,262 | 37 | 1,681 | 15 | 589,943 | 52 |
| 1899-1900..... | 9,809,464 | 64 | 2,501,744 | 64 | 7,307,720 | 00 | 730,771 | 99 | 2,269 | 05 | 733,041 | 04 |
| 1900-1901..... | 9,162,082 | 79 | 1,927,666 | 62 | 7,234,416 | 17 | 592,660 | 98 | 3,767 | 05 | 596,368 | 03 |
| 1901-1902..... | 9,566,340 | 52 | 1,199,114 | 64 | 8,367,225 | 88 | 331,436 | 79 | 95 | 25 | 331,532 | 04 |
| 1902-1903..... | 12,113,015 | 34 | | | 12,113,015 | 34 | 302,893 | 48 | | | 302,893 | 48 |
| 1903-1904..... | 10,790,663 | 12 | | | 10,790,663 | 12 | 272,217 | 96 | | | 272,217 | 96 |
| 1904-1905..... | 8,222,053 | 91 | | | 8,222,053 | 91 | 206,760 | 87 | | | 206,760 | 87 |
| 1905-1906..... | 6,540,007 | 09 | | | 6,540,007 | 09 | 163,963 | 25 | | | 163,963 | 25 |
| Nine months ending March 31, 1907..... | 3,304,791 | 05 | | | 3,304,791 | 05 | 82,622 | 42 | | | 82,622 | 42 |
| Total | 80,163,474 | 68 | 7,668,927 | 92 | 72,495,446 | 76 | 3,544,882 | 93 | 7,752 | 50 | 3,544,882 | 93 |
| Summary for nine months— | | | | | | | | | | | | |
| Dawson..... | 3,221,180 | 30 | | | | | | | | | 80,530 | 38 |
| Whitehorse..... | 83,610 | 75 | | | | | | | | | 2,092 | 04 |
| Total | 3,304,791 | 05 | | | | | | | | | 82,622 | 42 |

YUKON REVENUE.

E.—STATEMENT showing the Revenue collected for Free Miner's Certificates issued during the Fiscal Years 1898 to March 31, 1907.

| Fiscal Year. | Amount. |
|-------------------------|-------------------|
| | § cts. |
| 1897-1898..... | 116,243 89 |
| 1898-1899..... | 227,354 13 |
| 1899-1900..... | 126,709 80 |
| 1900-1901..... | 125,861 00 |
| 1901-1902..... | 118,312 02 |
| 1902-1903..... | 82,624 52 |
| 1903-1904..... | 62,190 10 |
| 1904-1905..... | 46,022 53 |
| 1905-1906..... | 28,118 02 |
| For July 1906 only..... | 13,326 75 |
| Total | 946,762 76 |

SESSIONAL PAPER No. 25

F.—STATEMENT showing the total revenue derived from the sale of coal land for each fiscal year since 1896.

| Fiscal Year. | Amount. |
|---|------------|
| | \$ cts. |
| 1896-1897 | 75 76 |
| 1897-1898 | 1,833 74 |
| 1898-1899 | 350 00 |
| 1899-1900 | 5,650 33 |
| 1900-1901 | 101,772 00 |
| 1901-1902 | 16,270 32 |
| 1902-1903 | 31,055 38 |
| 1903-1904 | 68,949 75 |
| 1904-1905 | 35,695 00 |
| 1905-1906 | 125,754 12 |
| For the nine months ending March 31, 1907 | 335,795 97 |

H. H. ROWATT,
Chief Clerk.

No. 19.

REPORT OF THE ACCOUNTANT.

DEPARTMENT OF THE INTERIOR, ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit statements of revenue collected from various sources during the fiscal period ended March 31, 1907, as follows:—

| | |
|--|----------------|
| A.—Dominion lands, including Yukon Territory.. | \$1,490,503 31 |
| B.—Ordnance lands.. | 6,663 90 |
| C.—School lands.. | 724,353 73 |
| D.—Registration fees.. | 46,124 20 |
| E.—Fines and forfeitures, N.W.T.. | 21 00 |
| F.—Fines under the Immigration Act.. | 2,575 00 |
| G.—Casual revenue.. | 8,910 51 |
| H.—Seed grain repayments.. | 10,850 06 |
| | \$2,290,302 01 |

A statement of revenue on account of Dominion lands (marked I) shows the receipts monthly, classified under sub-heads.

Statement (marked J) shows a comparison between the receipts on account of Dominion lands for the fiscal period of nine months ended March 31, 1907, as compared with the revenue of the previous fiscal year.

Your obedient servant,

CHAS. H. BEDDOE.
Accountant.

7-8 EDWARD VII., A. 1908

A.—DOMINION Lands Revenue (cash and scrip) for the Fiscal Period ended March 31, 1907.

| Agencies. | Cash. | Scrip. | Total. |
|---|------------|-----------|------------|
| YUKON TERRITORY. | | | |
| | \$ cts. | \$ cts. | \$ cts. |
| Sales of land..... | 6,773 39 | | |
| Rental of land..... | 1,943 92 | | |
| Map sales, office fees, &c..... | 42 50 | | |
| Survey fees..... | 100 00 | | |
| Timber dues..... | 15,732 58 | | |
| Hay permits..... | 105 00 | | |
| Mining fees..... | 102,234 25 | | |
| Export tax on gold..... | 82,622 42 | | |
| Free certificates for export on gold..... | 215 50 | | |
| Free miner's certificates..... | 13,309 75 | | |
| Hydraulic leases..... | 3,345 88 | | |
| Dredging leases..... | 1,960 00 | | |
| Coal lands..... | 517 34 | | |
| Rent of water-power..... | 500 90 | | |
| Suspense accounts..... | 588 60 | | |
| | 230,090 53 | | 230,090 53 |
| DOMINION LANDS AGENCIES. | | | |
| Alameda..... | 22,959 13 | | 22,959 13 |
| Battleford..... | 46,563 47 | 1,120 00 | 47,683 47 |
| Brandon..... | 6,732 92 | | 6,732 92 |
| Calgary..... | 68,341 38 | 1,200 00 | 69,541 38 |
| Dauphin..... | 9,138 50 | | 9,138 50 |
| Edmonton..... | 79,689 57 | 149 62 | 79,839 19 |
| Humboldt (5 months)..... | 9,110 74 | 134 25 | 9,244 99 |
| Kamloops..... | 7,827 62 | | 7,827 62 |
| Lethbridge..... | 294,565 66 | 2,939 46 | 297,505 12 |
| Minnedosa (3 months closed)..... | 1,032 61 | | 1,032 61 |
| Moosejaw (1 month)..... | 610 25 | | 610 25 |
| New Westminster..... | 6,587 84 | | 6,587 84 |
| Prince Albert..... | 14,647 52 | 1,080 29 | 15,727 81 |
| Red Deer..... | 29,649 63 | 1,106 67 | 30,756 30 |
| Regina..... | 98,793 96 | 2,179 60 | 100,973 56 |
| Winnipeg..... | 20,098 63 | 1,440 00 | 21,538 63 |
| Yorkton..... | 27,404 08 | | 27,404 08 |
| | 743,753 51 | 11,349 89 | 755,103 40 |

SESSIONAL PAPER No. 25

| Agencies. | Cash. | Scrip. | Total. |
|-----------------------------------|--------------|-----------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| CROWN TIMBER AGENCIES. | | | |
| Alameda | 3 00 | | |
| Battleford..... | 56 75 | | |
| Brandon | 92 15 | | |
| Calgary..... | 15,094 91 | | |
| Dauphin | 5,699 95 | | |
| Edmonton..... | 39,046 08 | | |
| Humboldt (5 months)..... | 32 75 | | |
| Lethbridge | 811 18 | | |
| Minnedosa (3 months closed) | 1,503 51 | | |
| Moosejaw (1 month)..... | 0 25 | | |
| New Westminster..... | 185,168 80 | | |
| Prince Albert..... | 24,677 73 | | |
| Red Deer | 393 06 | | |
| Regina..... | 267 51 | | |
| Winnipeg | 89,515 61 | | |
| Yorkton..... | 1,380 50 | | |
| | 363,743 74 | | 363,743 74 |
| Rocky Mountains Park..... | 15,883 51 | 3 91 | 15,887 42 |
| Irrigation fees..... | 404 51 | | 404 51 |
| Survey fees..... | 50,862 03 | | 50,862 03 |
| Patent fees and interchange..... | 205 00 | | 205 00 |
| Map sales, office fees, &c..... | 4,696 47 | | 4,696 47 |
| Examination fees, D.L.S..... | 420 00 | | 420 00 |
| Refunds of refunds | 1,230 76 | | 1,230 76 |
| Mining fees..... | 1,367 50 | | 1,367 50 |
| Hay lands..... | 1,104 95 | | 1,104 95 |
| Grazing lands..... | 43,711 91 | 400 00 | 44,111 91 |
| Coal lands..... | 2,804 62 | | 2,804 62 |
| Stone quarries..... | 1,526 38 | | 1,526 38 |
| Dredging leases..... | 2,139 00 | | 2,139 00 |
| Townsite sales..... | 9,085 32 | | 9,085 32 |
| Suspense account..... | 3,696 97 | | 3,696 97 |
| Miscellaneous..... | 2,022 80 | | 2,022 80 |
| | 141,161 73 | 403 91 | 141,565 64 |
| Refunds..... | 1,478,749 51 | 11,753 80 | 1,490,503 31 |
| | 35,117 48 | | 35,117 48 |
| | 1,443,632 03 | 11,753 80 | 1,455,385 83 |

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 17, 1907.

7-8 EDWARD VII., A. 1908

B.—STATEMENT of Ordnance Lands Revenue for the Nine Months ended March 31, 1907.

| Month. | Amount. | Total. |
|----------------|----------|----------|
| 1906. | \$ cts. | \$ cts. |
| July..... | 175 93 | |
| August..... | 581 51 | |
| September..... | 565 65 | |
| October..... | 683 46 | |
| November..... | 1,968 03 | |
| December..... | 156 23 | |
| 1907. | | |
| January..... | 1,248 73 | |
| February..... | 188 55 | |
| March..... | 1,095 81 | 6,663 90 |

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

SCHOOL LANDS.

C.—STATEMENT of Receipts on Account of School Lands for the Fiscal Period ended March 31, 1907.

| Month. | Manitoba School Lands. | Saskatche- wan School Lands. | Alberta School Lands. | Total. |
|----------------|------------------------------|------------------------------------|-----------------------------|------------|
| 1906. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July..... | 9,892 04 | 24,143 73 | 3,682 01 | 37,717 78 |
| August..... | 10,729 61 | 7,547 43 | 1,025 45 | 19,302 49 |
| September..... | 5,658 19 | 6,512 33 | 1,354 36 | 13,524 88 |
| October..... | 15,036 51 | 31,514 09 | 12,492 70 | 59,043 30 |
| November..... | 86,494 39 | 70,759 76 | 68,112 22 | 225,366 37 |
| December..... | 94,722 82 | 55,821 59 | 21,866 39 | 172,410 80 |
| 1907. | | | | |
| January..... | 95,040 14 | 24,397 17 | 10,218 77 | 129,656 08 |
| February..... | 9,273 87 | 15,311 88 | 12,470 81 | 37,056 56 |
| March..... | 11,619 09 | 9,517 21 | 9,139 17 | 30,275 47 |
| | 338,466 66 | 245,525 19 | 140,361 88 | 724,353 73 |

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

SESSIONAL PAPER No. 25

D.—STATEMENT of Registration Fees for the Nine Months ended March 31, 1907.

| District. | Registrar. | Period. | Total fees. |
|------------------------|------------------|--------------------|-------------|
| | | | \$ cts. |
| Yukon..... | J. E. Girouard.. | 9 months | 2,136 55 |
| Assiniboia..... | F. F. Forbes.... | July 1 to Sept. 7. | 18,242 65 |
| North Alberta..... | Geo. Roy | " | 10,431 90 |
| South Alberta..... | W. R. Winter.. | " | 10,336 65 |
| East Saskatchewan..... | S. Brewster..... | " | 4,106 50 |
| West Saskatchewan..... | J. W. Hannon.. | " | 869 95 |
| | | | 46,124 20 |

CHAS. H. BEDDOE.
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

E.—STATEMENT of Fines and Forfeitures, Northwest Territories, collected under Dominion Statutes (except 'the Indian Act' and 'The Fisheries Act') for the Nine Months ended March 31, 1907.

| Month. | From Whom Received. | Amount. | Total. |
|------------|--|---------|---------|
| 1906. | | \$ cts. | \$ cts. |
| July | Attorney General of the province of Saskatchewan | 21 00 | 21 00 |

CHAS. H. BEDDOE.
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

F.—STATEMENT of Fines Collected under the Immigration Act, for the Nine Months ended March 31, 1907.

| Month. | From Whom Received. | Amount. | Total. |
|----------------|---------------------|----------|----------|
| 1906. | | \$ cts. | \$ cts. |
| November | D. G. Macdonell.. | 600 00 | |
| " | G. L. Milne | 2,275 00 | 2,875 00 |

CHAS. H. BEDDOE.
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

7-8 EDWARD VII., A. 1908

G.—STATEMENT of Casual Revenue for Nine months ended March 31, 1907.

| Name. | Particulars. | Amount. |
|---|---|--------------|
| | | \$ cts. |
| J. F. Sugrue | Refund acct. balance unexpended <i>re</i> Yukon cheque 7062 | 3 00 |
| Marine and Fisheries Dept. | " Seaman Howie's board and medical treatment | 15 30 |
| J. A. Bannerman | Refund proceeds sale of old buggy | 20 00 |
| Immigration Commissioner, Winnipeg | Refund acct. W. A. Tucker's railway fare | 7 00 |
| R. H. Odell | " sale of old desks to T. J. Saunders | 12 60 |
| | " immigration cheque No. 8490 of July 14, 1906, not used | 50 00 |
| Cyril Genik | " balance contingencies to June 30, 1906 | 50 00 |
| Dr. A. S. Munro | " " " " " " | 21 99 |
| T. G. Rothwell | " travelling expenses | 51 40 |
| Howell, Mather & Co | " costs <i>re</i> C.P.R. town sites | 1,830 02 |
| W. Ewart | " " " " " " | 1,132 78 |
| Rev. Father Vachon | " passage money advanced in 1905 | 29 20 |
| Thos. Gelley | " travelling expenses | 4 44 |
| | " " " " " " | 0 60 |
| John Flesher | " proceeds sale of coal | 43 60 |
| Immigration Commissioner, Winnipeg | " overpayment by J. M. McGregor, \$5; and P. Morin, \$2 | 7 00 |
| J. T. Lithgow | " proceeds of sale at Clear Creek | 100 00 |
| Immigration Commissioner, Winnipeg | " sale of tents, \$20, and old tin stove, \$1 | 21 00 |
| High Commissioner, London | " F. O. Chapman, \$2.01; J. Edgar, 12c.; L. & N. W. Ry., \$3.34 | 5 47 |
| Immigration Commissioner, Winnipeg | " sale of old sheds, \$650; old stove, \$3.90, railway fare advanced Mrs. Letkenchans | 653 90 |
| " | " duplicate payment | 3 00 |
| D. R. Gagnon | " salary cheque for December, 1905, not used | 25 65 |
| A. K. Thom | " two days attendance at Bd. D.L.S. | 175 00 |
| E. Deville | " immigration cheque No. 6384, not used | 10 00 |
| Louis Tiel | " immigration expenses | 10 00 |
| Jno. A. Blondal | " " " " " " | 2 68 |
| Agriculture Dept | To recoup department for horse used by W. R. Ridington | 83 33 |
| W. W. B. McInnes | Refund acct. travelling expenses | 902 65 |
| W. N. A. Deyl | " salary cheque for Oct., 1905, not used | 65 00 |
| Jno. A. Shaw | " immigration cheque No. 6045, not used | 11 00 |
| A. L. Robertson | " sale of old buggy | 10 00 |
| Waghorn's Guide | " subscription for 1905-1906 | 1 00 |
| G. White-Fraser | " Alaska Boundary Survey, 1905 | 267 09 |
| F. T. Congdon | " travelling expenses | 918 50 |
| Canada Foundry Co. | " cheque No. 1608 <i>re</i> water works at Banff | 245 84 |
| Immigration Commissioner, Winnipeg | " sale of tents to J. Mooney | 29 75 |
| " | " " " " " W. E. Holmes | 25 50 |
| | | \$ 6,845 29 |
| <i>Casual Revenue, Northwest Territories.</i> | | |
| Commissioner of N. W. Territories | Marriage licenses | \$ 8 00 |
| John Moar per Hudson Bay Co. | Liquor permit | 2 00 |
| Hudson's Bay Co | " | 5 25 |
| " | " | 26 00 |
| " | " | 32 00 |
| | | 73 25 |
| <i>Casual Revenue, Relief Advances.</i> | | \$ 1,992 27 |
| Less refunds | | 11 62 |
| | | 1,980 65 |
| Relief mortgages | 1876 | \$ 1,582 89 |
| Seed grain advances | 1894 | 1,957 02 |
| " | 1896 | 528 66 |
| " | 1900 | 336 78 |
| " | 1901 | 886 75 |
| " | 1905 | 1,752 04 |
| | | 7,044 14 |
| | | \$ 15,943 33 |

DEPARTMENT OF THE INTERIOR,

ACCOUNTS BRANCH,

OTTAWA, June 15, 1907.

CHAS. H. BEDDOE,

Accountant.

SESSIONAL PAPER No. 25

H.—STATEMENT showing Seed Grain and Relief Mortgages for the Nine Months ended March 31, 1907.

| | Seed Grain Advances 1905. | | Seed Grain Advances 1901. | | Seed Grain Advances 1900. | | Seed Grain Advances 1896. | | Seed Grain Advances 1895. | | Seed Grain Advances 1894. | | Seed Grain to Settlers Account 1890. | Territorial Account 1886-87-88. | Relief Mortgages of 1876. | Total. | | | | | |
|------------|---------------------------|------|---------------------------|------|---------------------------|-------|---------------------------|-------|---------------------------|------|---------------------------|-------|--------------------------------------|---------------------------------|---------------------------|--------|-------|-------|--------|-----|----|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | \$ | \$ | \$ | | | | | |
| Refunds... | 1,803 | 74 | 915 | 00 | 336 | 78 | 528 | 66 | 1,483 | 56 | 1,957 | 02 | 890 | 25 | 1,352 | 16 | 1,582 | 89 | 10,850 | 06 | |
| | 51 | 70 | 28 | 25 | | | | | 49 | 65 | | | 3 | 22 | | | | | | 132 | 82 |
| | 1,752 | 04 | 886 | 75 | 336 | 78 | 528 | 66 | 1,433 | 91 | 1,957 | 02 | 887 | 03 | 1,352 | 16 | 1,582 | 89 | 10,717 | 24 | |

CHAS. H. BEDDOE.

Accountant.

DEPARTMENT OF THE INTERIOR,
 ACCOUNTS BRANCH,
 OTTAWA, June 15, 1907.

I. STATEMENT OF GROSS RECEIPTS ON ACCOUNT OF DOMINION LANDS FOR THE FISCAL PERIOD ENDED MARCH 31, 1907.

| Month. | Homestead Fees. | | Improvements. | | General Sales of Land. | | Timber Dues. | | Rental from Grazing Lands. | | Export Tax, Mining Fees, Hay and Coal Lands, &c. | | Rocky Mountains Park of Canada. | | Map Sales, Office Fees, Sundry Fees. | | Survey Fees. | | Rental of Lands and Miscellaneous. | | Total. | |
|-----------|-----------------|------|---------------|------|------------------------|------|--------------|------|----------------------------|------|--|-------|---------------------------------|------|--------------------------------------|-------|--------------|-------|------------------------------------|-------|-----------|----|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | | \$ |
| 1906. | | | | | | | | | | | | | | | | | | | | | | |
| July | 11,672 | 00 | 4,314 | 75 | 24,366 | 36 | 48,590 | 00 | 2,883 | 35 | 40,439 | 35 | 3,266 | 23 | 527 | 20 | 2,591 | 09 | 165 | 50 | 168,815 | 92 |
| August | 33,807 | 00 | 4,300 | 01 | 18,087 | 32 | 36,242 | 43 | 753 | 63 | 44,023 | 00 | 1,224 | 46 | 615 | 43 | ..... | ..... | 705 | 81 | 141,849 | 46 |
| September | 25,805 | 00 | 3,442 | 55 | 117,362 | 64 | 19,941 | 54 | 4,786 | 87 | 37,881 | 72 | 1,275 | 00 | 592 | 65 | ..... | ..... | ..... | ..... | 211,793 | 78 |
| October | 33,807 | 00 | 5,429 | 16 | 26,937 | 34 | 10,249 | 82 | 3,233 | 81 | 36,996 | 50 | 2,604 | 22 | 754 | 74 | ..... | ..... | ..... | ..... | 150,279 | 28 |
| November | 23,587 | 00 | 4,101 | 65 | 48,844 | 15 | 23,364 | 41 | 7,623 | 35 | 43,382 | 35 | 1,444 | 25 | 630 | 88 | ..... | ..... | ..... | ..... | 130,071 | 47 |
| December | 13,945 | 00 | 4,801 | 35 | 74,347 | 98 | 15,357 | 88 | 4,421 | 55 | 9,524 | 42 | 637 | 67 | 920 | 92 | ..... | ..... | ..... | ..... | 146,639 | 51 |
| 1907. | | | | | | | | | | | | | | | | | | | | | | |
| January | 11,027 | 00 | 4,378 | 69 | 30,248 | 58 | 70,382 | 21 | 6,683 | 06 | 11,438 | 77 | 2,992 | 60 | 640 | 41 | 2,320 | 00 | 1,442 | 33 | 140,253 | 65 |
| February | 40,247 | 00 | 4,400 | 49 | 54,467 | 60 | 72,296 | 26 | 2,829 | 06 | 8,009 | 21 | 740 | 51 | 632 | 40 | ..... | ..... | ..... | ..... | 178,195 | 12 |
| March | 15,552 | 55 | 4,891 | 95 | 99,555 | 15 | 53,081 | 68 | 11,794 | 23 | 11,858 | 77 | 1,298 | 54 | 1,224 | 27 | 100 | 00 | 2,524 | 18 | 201,881 | 32 |
| Sept. | 245,449 | 55 | 39,763 | 63 | 494,147 | 42 | 379,476 | 32 | 43,711 | 91 | 243,852 | 59 | 15,883 | 54 | 6,538 | 57 | 50,962 | 63 | 18,994 | 28 | 1,478,749 | 51 |
| | | | | | | | | | 400 | 00 | ..... | ..... | 3 | 91 | ..... | ..... | ..... | ..... | ..... | ..... | 11,753 | 80 |
| | 245,449 | 55 | 39,763 | 63 | 505,467 | 01 | 379,476 | 32 | 44,111 | 91 | 243,852 | 59 | 15,887 | 42 | 6,538 | 57 | 50,962 | 63 | 18,994 | 28 | 1,490,503 | 31 |

DEPARTMENT OF THE INTERIOR,
 ACCOUNTS BRANCH,
 OTTAWA, JUNE 15, 1907.
 CHAS. H. BEDDOE,
 Accountant.

SESSIONAL PAPER No. 25

DOMINION LANDS REVENUE.

J.—STATEMENT of Gross Receipts (cash and scrip) on account of Dominion Lands Revenue for the Fiscal Period of Nine Months ended March 31, 1907, compared with the Fiscal Year 1905-1906.

| Particulars. | Fiscal period March 31, 1907. Nine months. | Fiscal Year 1905-1906. Twelve months. | Increase. | Decrease. | Net Decrease. |
|--|--|--|-----------|------------|------------------|
| | \$ cts. | \$ cts. | | | |
| Dominion Lands Agencies..... | 755,103 40 | 893,980 82 | | 138,877 42 | |
| Crown Timber Agencies..... | 363,743 74 | 272,046 84 | 91,696 90 | | |
| Rocky Mountains Park of Canada..... | 15,887 42 | 18,883 83 | | 2,996 41 | |
| Hay, mining, coal and grazing lands .. | 53,054 36 | 58,099 17 | | 5,044 81 | |
| Miscellaneous | 72,623 86 | 131,326 56 | | 58,702 70 | |
| | 1,260,412 78 | 1,374,337 22 | 91,696 90 | 205,621 34 | |
| Yukon Territory..... | 230,090 53 | 334,978 06 | | 104,887 53 | |
| | 1,490,503 31 | 1,709,315 28 | 91,696 90 | 310,508 87 | 218,811 97 |

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

No. 20.

REPORT OF THE REGISTRAR.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 9, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to place before you statement 'A,' showing the number of letters filed during the nine months ended March 31, 1907, and the amount of money received, registered and sent to the accountant; also statement 'B,' showing the number of letters and the amount of money received during each of the fiscal years 1900 to 1907.

Your obedient servant,
J. M. ROBERTS,
Chief Clerk.

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A.—STATEMENT showing the Number of Letters received and recorded and the Money received during the Nine Months ended March 31, 1907.

| Month. | Letters Received. | Daily Average. | REGISTERED LETTERS | | Money Received. |
|----------------|-------------------|----------------|--------------------|--------|-----------------|
| | | | Received. | Sent. | |
| 1906. | | | | | |
| July..... | 22,210 | 888 | 695 | 2,626 | 103,190 07 |
| August..... | 21,078 | 811 | 762 | 2,147 | 57,374 04 |
| September..... | 15,635 | 680 | 646 | 2,620 | 226,497 07 |
| October..... | 17,860 | 687 | 690 | 3,159 | 184,317 50 |
| November..... | 15,135 | 605 | 795 | 3,728 | 256,030 36 |
| December..... | 14,860 | 644 | 808 | 2,431 | 219,594 83 |
| 1907. | | | | | |
| January..... | 15,204 | 583 | 716 | 3,831 | 123,935 19 |
| February..... | 14,020 | 653 | 748 | 3,631 | 103,351 21 |
| March..... | 14,460 | 580 | 880 | 2,968 | 63,490 67 |
| Total..... | 150,462 | | 6,740 | 26,541 | 1,337,780 94 |

J. M. ROBERTS,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 9, 1907.

B.—STATEMENT showing the Number of Letters received and recorded and the Money received during each of the Years 1900 to 1906, inclusive, and the Nine Months ended March 31, 1907.

| Fiscal Year. | Letters Received and Recorded. | Money Received. |
|--------------|--------------------------------|-----------------|
| | | \$ cts. |
| 1900..... | 48,663 | 200,831 71 |
| 1901..... | 67,860 | 333,534 02 |
| 1902..... | 67,722 | 332,999 87 |
| 1903..... | 87,851 | 629,585 47 |
| 1904..... | 113,074 | 630,355 44 |
| 1905..... | 135,908 | 528,219 76 |
| 1906..... | 176,729 | 875,933 54 |
| 1907..... | 150,462 | 1,337,780 94 |

J. M. ROBERTS,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 9, 1907.

No. 21.

REPORT OF THE GEOGRAPHER.

DEPARTMENT OF THE INTERIOR,
OFFICE OF GEOGRAPHER,

OTTAWA, March 31, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows on the work of my office for the past year.

The staff at present is as follows:—

J. E. Chalifour, chief draughtsman.
H. E. Baine, draughtsman.
H. Tache, draughtsman.
W. Anderson, draughtsman.
J. Beveridge, draughtsman.
F. Inkster, draughtsman.
H. M. Blatchly, draughtsman.
G. E. Dumouchel, draughtsman.
Jas. K. Bennie, draughtsman.
R. W. Craig, draughtsman.
C. G. Wood, draughtsman.
A. M. Darrach, draughtsman.
H. W. Wilson, draughtsman.
A. Groulx, draughtsman.
A. Blue, draughtsman.
S. Chandler, draughtsman.
A. Akerlindh, in charge of maps and plans.
Mrs. D. E. Waine, stenographer.
J. L. Merrifield, messenger.

Mr. M. W. Sharon resigned September 15, to accept a more lucrative position under the provincial government of Saskatchewan.

Mr. J. P. McElligott also resigned September 11, to accept a position on the National Transcontinental Railway.

Mr. A. Blue was appointed July 23, and has since been employed on the preparation of material for a second edition of the 'Altitudes' in Canada.

Mr. F. Inkster was appointed February 9, in connection with the compilation of the British Columbia sheets of the Standard $\frac{1}{500,000}$ map.

Mr. J. Beveridge was appointed February 9, to succeed Mr. M. W. Sharon, and has continued his work on the maps of the western provinces.

Messenger S. B. Roach resigned August 31, and was succeeded by Mr. W. P. Lochnan, who was appointed September 5, and transferred September 19. On September 29 J. D. Gamache was appointed, and on November 9 his services were dispensed with. On November 27 J. D. Merrifield was appointed to the vacancy.

During the year good progress was made, especially with the sheets of the Standard $\frac{1}{250,000}$ maps, and at the time of writing, 7 of these large sheets are well advanced toward completion.

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The first editions of my 'Altitudes in Canada' and 'Dictionary of Altitudes' are nearly exhausted, and as much railway levelling has been done since their publication, I have commenced the compilation of this new material, preparatory to publishing a new edition. This publication has been very useful to engineers and others, and I am informed by Mr. Butler, Deputy Minister, Department of Railways and Canals, and late Assistant Chief Engineer of the National Transcontinental Railway, that it saved the government 'thousands of dollars' in connection with their preliminary surveys. They were working to secure a line with the low maximum grade of four-tenths of one per cent—21 feet per mile—against east-bound traffic. Knowing, from my 'Altitudes,' the elevation of Edmunston, N.B., and other points, above mean sea-level, they were able to work in any direction with perfect confidence, as all the elevations thus obtained were absolute elevations above a common datum.

After many delays, the Atlas of Canada is now completed and in the hands of the binders, who are now making delivery, in instalments. Of the total edition of 6,000 copies, 2,000 are being bound as a preliminary edition, though it is certain that the demand will necessitate a further order. It is a unique publication as regards Canada, and no other country, except Finland, has issued a similar work, though the Census Atlases of the United States give similar—though more detailed—graphic representations of the information obtained by the Census Bureau.

During the year a number of maps were prepared for other departments.

A map showing the progress of the National Transcontinental Railway up to June 30, last, was transferred from portions of the plates of the large map of the Dominion.

For the Department of Agriculture:—

Maps showing the population, by townships and parishes, in 1901 and in 1906, in (a) Manitoba, (b) Saskatchewan and (c) Alberta were prepared from the plates of the map of western Canada and were of material assistance in connection with the redistribution of the representation of Saskatchewan and Alberta. A second edition giving the same information respecting the population and showing the new constituencies will be issued at an early date.

A map in three sheets, showing 'Cheese Factories, Creameries and Combined (cheese and butter) Factories' in Canada is now in preparation. It will bring out, in a marked manner, the concentration of manufactories of cheese and butter in certain districts.

For the Royal North-west Mounted Police Department three maps have been prepared, viz.:—

1. Map showing territorial division of Canada.
2. Map showing Mounted Police patrols, posts and districts in Alberta and Saskatchewan.
3. Map showing Mounted Police patrols, posts and districts in northwestern Canada.

These maps show the vast area patrolled by this small force.

On September 8 I left for the west, with the Canadian Society of Civil Engineers' excursion. Arriving in Winnipeg on the 10th, we inspected the new yard of the Canadian Pacific—one of the largest yards for a single railway, in America—the Canadian Pacific repair shops and the waterworks water-softening plant. The last-named plant removes upwards of 90 per cent of the solids contained in the water in its natural state—100 parts of solids in 100,000.

On the 12th we visited the Canadian Pacific Irrigation works, near Calgary. At this point the railway company owns a solid block of 3,000,000 acres, 1,100,000 acres of which are irrigable. The western section, the only one thus far developed, contains about 1,000,000 acres, of which 350,000 acres are irrigable. The water for this section is carried through the main canal, 17 miles long, 60 feet and 120 feet wide at bottom and water line, respectively, and 10 feet deep, to the main reservoir and thence through

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secondary canals, 30 feet wide at bottom and 8 feet deep; aggregate length of the secondary canals, 150 miles.

On the 13th the Bankhead mines were visited. At this point, the Canadian Pacific is mining an excellent quality of coal, a semi-anthracite. As the 'breaker' breaks a considerable proportion of the coal to small sizes, the company was erecting a very complete and thoroughly up-to-date briquetting plant and expected to shortly place on the market an excellent fuel in the form of anthracite briquettes.

On the 15th the Barnett saw-mill, near Vancouver, was inspected in the morning, and in the afternoon we visited the works of the Vancouver Power Co., on the north arm of Burrard inlet. Water is taken from the main reservoir—Coquitlam lake—432 feet above the sea—through a tunnel to Buntzen lake, and thence by three pipe lines to the power house where it is delivered with a head of about 410 feet.

On the 17th a visit was paid to the Esquimalt graving dock. As a tramp steamer of 4,000 tons, that had gone ashore a few days previously, occupied the dock, we were able to see to great advantage the effect on the plates.

On the 19th we visited a fine fruit 'ranch' near Nelson, and later, the Nelson 'fair.' At the latter the fruit exhibits showed the great capabilities of the country in that line, and we were informed that the market in Alberta, Saskatchewan and Manitoba could absorb all that they could produce, and more. The Hall smelter was also visited. It contains two blast furnaces which, in 1906, smelted 37,767 tons of ore, which produced 7,630 tons of lead bullion carrying 116,500 ozs. silver and 8,163 ozs. gold, and valued at \$1,215,943. This smelter has not been able to compete with the more modern plants, but the company is installing the Huntington-Heberlein process, and expects to cut down costs to a figure that will be profitable and at the same time as low a figure as its competitors.

On the afternoon of the same day, a short run took us to Bonnington falls. At this point the West Kootenay Power and Light Co. has had, at the lower falls a 4,000 h.p. plant which has long since proved inadequate. At the upper falls, the new plant—since completed—was under construction. The operating head of the wheels at the upper falls, is 80 feet, and there are four main units of 8,000 h.p. each. The electric energy is transmitted to Rossland, Trail, Phoenix, Grand Forks, Greenwood, &c.

On the 20th the Le Roi and Centre Star mines, Rossland, were visited. The former is down 1,750 feet and since 1898 has produced 1,100,000 tons of ore, yielding upwards of 19½ tons (avoirdupois) gold, 22½ tons silver and nearly 16,000 tons copper. At the annual meeting in November last, the managing director stated that during the year the mine had made a profit of \$185,000. The product of the Rossland camp up to the end of 1905, has been estimated at \$34,000,000.

On the afternoon of the 20th, the smelting works of the Consolidated Mining and Smelting Co., at Trail, were visited. This company also owns the Centre Star-War Eagle, St. Eugene, Snowshoe, and other mines, all of which were shipping ore to Trail. The Le Roi was also sending most of its ore under a contract which has since been abrogated. The smelter contains four copper furnaces, 42 x 180 inches, and a much larger one—42 x 270—was under construction. In the lead smelting department the Huntington-Heberlein process was being installed. The plant in the lead refinery was being enlarged from a capacity of 25 tons per day to 75.

In 1906, this plant smelted 227,000 tons of ore, producing 82,000 ozs. gold, 1,360,000 ozs. silver, 6,640 tons lead and 2,264½ tons copper. The gold is shipped to the United States, refined silver and lead to China and Japan, pig lead to the Montreal corrodng works, sheet lead and lead pipe to all parts of Canada.

On the morning of the 22nd we visited the Granby mines, at Phoenix. These mines have produced 3,000,000 tons of ore, much of it from quarries, in places 400 feet wide; production in 1906, 80,404 tons of ore carrying about 30 lbs. of copper and \$2 in gold, to the ton. As a result of the present high price of copper, immense bodies of low grade ore that were left in the walls will now be mined. The mines have a capacity of 5,000 tons per day, but the output has been limited by the capacity of the

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smelter, to about 3,000 tons. Since our visit, however, the enlargements then in progress have increased its capacity to about 4,000 tons daily.

In the afternoon we proceeded to Greenwood to visit the smelters of the Dominion Copper Co. and of the British Columbia Copper Co. The latter was under enlargement from two furnaces, with a capacity of 550 tons daily to three modern furnaces with an aggregate capacity of 2,000 tons daily. In the new converter plant the molten matte will be blown into blister copper 99 per cent fine; this plant will also convert the matte from the Dominion Copper Co.'s smelter at Boundary falls.

On the 23rd we visited the Granby smelter at Grand Forks. This, the largest smelter in Canada, contains 8 blast furnaces; has a capacity of 2,700 tons per day, and is equipped to produce 2,500,000 lbs. of copper, monthly. In 1906, it smelted 838,847 tons. The approximate output of all the mines of the Boundary district, in 1906, was 1,159,000 tons, as compared with 97,000 tons in 1900—when shipments were commenced. Estimating that the ore carries on an average 25 to 30 lbs. of copper to the ton, these mines have produced about 70,000 tons of copper which, with the gold and silver values, is worth about \$25,000,000.

On the 24th a short stop was made at Moyie to allow us to see the concentrating plant of the St. Eugene mine, the largest silver-lead mine in Canada. In the first six months of 1906 this plant milled 84,066 tons of ore. From these concentrates, and from 1,489 tons of crude ore, about 418,000 ozs. of silver and 17,300,000 lbs. lead of a total value of \$798,660 were extracted.

On the 25th we visited the mines of the International Coal and Coke Co., at Coleman. These mines are producing about 1,200 tons of coal per day. The greater portion is shipped, only about one-tenth being converted into coke. They had about 100 beehive coke ovens and were adding 90 more. Production in 1906, 334,230 tons of coal, of which 49,635 tons were sent to the company's ovens and produced 31,066 tons of coke. Owing to shortage of shipping facilities, the mines were only operated on 249 days in the year.

On the afternoon of the 27th we arrived at Fort William, unfortunately, too late to take the train to the Kaministiquia Power Co.'s 25,000 h.p. electric power plant at Kakabeka falls.

We visited the grain elevators at Fort William and at Port Arthur, also the site of the proposed Grand Trunk Pacific terminal. Capacity of Fort William elevators 9,000,000 bushels; of Port Arthur elevators, 7,000,000 bushels.

On the 29th I returned to Ottawa.

During the past year 3,300 letters were received and 4,063 sent out, also 89,243 maps and books received and 52,594 sent out.

Appended hereto are lists of maps and reports published and of maps in progress.

I have the honour to be, sir,

Your obedient servant,

JAMES WHITE.

Geographer.

MAPS PUBLISHED.

Dominion of Canada and Newfoundland, eight sheets, each 25 inches by 26 inches; extends from the Atlantic to the Pacific and from Maryland and Oregon on the south, to Cumberland sound and Herschell island, on the north. Scale 35 miles to 1 inch.

Dominion of Canada and Newfoundland, 16 inches by 36 inches. Scale 100 miles to 1 inch.

Dominion of Canada. Scale 58 miles to 1 inch.

Relief map of Canada. Scale 100 miles to 1 inch.

Resource map of Canada. Scale $\frac{1}{2}$,500,000 miles to 1 inch.

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Water-power map, average rainfall at principal points in Canada. Scale 100 miles to 1 inch.

National Transcontinental Railway map, shows route of the National Transcontinental Railway, Moncton to Pacific. Scale 100 miles to 1 inch.

Explorations in northern Canada and adjacent portions of Greenland and Alaska. Scale 75 miles to 1 inch.

Rocky mountains—Banff sheet—contoured map of mountains in the vicinity of Banff. Scale 2 miles to 1 inch.

Rocky mountains—Lake Louise sheet—contoured map of mountains in the vicinity of Laggan and Field. Scale 2 miles to 1 inch.

Manitoba, Saskatchewan, Alberta and southwestern portion of Keewatin; three sheets, each 25 inches by 36 inches. Scale $12\frac{1}{2}$ miles to 1 inch.

Index map showing townships in Manitoba, Saskatchewan and Alberta, plans of which have been printed. Scale 35 miles to 1 inch.

General map of the northwestern part of the Dominion of Canada. Edition of 1898. In 2 sheets. Scale 35 miles to 1 inch.

Map showing railways in Manitoba, Alberta and Saskatchewan. Scale 35 miles to 1 inch.

Manitoba. Scale $12\frac{1}{2}$ miles to 1 inch.

Regina land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Red Deer land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Calgary land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Estevan land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Winnipeg land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Lethbridge land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Edmonton land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Dauphin land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Yorkton land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Prince Albert land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Battleford land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Moosejaw land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Brandon land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Peace River district—Northern Alberta—includes the country between Wetaskiwin and Lake Athabaska, and between Athabaska river and the eastern boundary of British Columbia. Scale $\frac{1}{500,000}$, or 12·63 miles to 1 inch.

Map showing electoral divisions (for provincial legislature) in Southern Saskatchewan. Scale $12\frac{1}{2}$ miles to 1 inch.

Map showing electoral divisions (for provincial legislature) in Southern Alberta. Scale $12\frac{1}{2}$ miles to 1 inch.

Map showing all the even-numbered sections patented to January 1, 1907, and all even-numbered sections homesteaded and unpatented or finally allotted to railway companies to that date, in Manitoba, Saskatchewan and Alberta, 3 sheets. Scale $12\frac{1}{2}$ miles to 1 inch.

British Columbia 'Railway Belt' map, showing the 'Railway Belt' in British Columbia. Scale $\frac{1}{500,000}$, or 7·89 miles to 1 inch.

Southeastern Alaska and portion of British Columbia. Edition of 1897. Scale $\frac{1}{600,000}$.

Southeastern Alaska and portion of British Columbia, showing award of Alaska Boundary Tribunal, October 20, 1903. Scale $\frac{1}{600,000}$.

Yukon—Extends from Lynn canal on the south, to Eagle on the north, and from the Pacific to the Frances river. Scale $\frac{1}{750,000}$, or 11·82 miles to 1 inch.

White, Alsek and Kluane rivers district, southwestern Yukon. Scale $\frac{1}{400,000}$, or 6·31 miles to 1 inch.

Timiskaming sheet, Pontiac county, Quebec, and Nipissing district, Ontario. Scale $\frac{1}{750,000}$, or 11·83 miles to 1 inch.

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Sheet 1 S. W. Ontario—Windsor sheet—Essex, Kent and Lambton and portions of Elgin, Middlesex and Huron counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 1 S. E. Ontario—London sheet—Norfolk, Oxford, Brant and portions of Elgin, Middlesex, Huron, Perth, Waterloo and Wentworth counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheets 1 N. W. and 1 N. E. Ontario—Guelph sheet—Wellington, Grey, Bruce and portions of Huron, Perth, Waterloo, Halton, Dufferin and Simcoe counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 2 S. W. Ontario—Hamilton sheet—Lincoln, Welland, Haldimand and portions of Wentworth and Halton counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 13—includes whole of New Brunswick, with exception of Madawaska and portions of Westmoreland and Albert counties. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 27, Ontario—Lake of the Woods sheet—Rainy River district and portions of Thunder Bay district and Keewatin. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 11—Montreal sheet—Includes the country between Quebec and Vaudreuil, and between the international boundary line and latitude 48° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 14 S. E.—Truro sheet—Includes Pictou, N.S., King's and Queen's, P.E.I., and portions of Halifax, Guysborough and Colchester, N.S. Scale $\frac{1}{250,000}$ miles to 1 inch.

Sheet 15—Cape Breton Island and portions of Antigonish and Guysborough counties, N.S. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 28, Ontario—Thunder Bay sheet—Includes portions of Thunder Bay and Rainy River districts. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 29, Ontario—Lake Nipigon sheet—Includes central portion of Thunder Bay district. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 30, Ontario—White River sheet—Includes portions of Algoma and Thunder Bay districts. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 41, British Columbia—Prince Rupert sheet—Includes portions of the province between longitude 128° W. and 131° W. and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 42, British Columbia—Babine Lake sheet—Includes portion of the province between longitude 125° W. and 128° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 43, British Columbia—Fort George sheet—Includes portion of the province between longitude 122° W. and 125° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 44, British Columbia—Tete Jaune Cache sheet—Includes portions of the province between longitude 119° W. and 122° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 45, British Columbia—Jasper House sheet—Includes portions of the province between longitude 116° W. and 119° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Rocky mountains between the Canadian Pacific Railway and the North Saskatchewan. Scale 4 miles to 1 inch.

Railway Belt Homestead map—British Columbia—Includes southern portion of the province between longitude 116° and 123° W. on the east and west, respectively, and between latitude 49° and 52° on the south and north, respectively. Shows lands in the 'Railway Belt' that have been alienated by homesteading, sale, &c. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Odd-section map—Manitoba, Saskatchewan and Alberta—shows odd-numbered sections in these provinces that have been alienated as railway land grants, &c. Scale $12\frac{1}{2}$ miles to 1 inch.

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ATLAS OF CANADA—MAPS.

1. Territorial divisions.
 2. Relief map, west sheet.
 3. Relief map, east sheet.
 4. Geology, west sheet.
 5. Geology, east sheet.
 6. Minerals, west sheet.
 7. Minerals, east sheet.
 8. Forests.
 9. Limits of trees.
 10. Telegraphs—Quebec and maritime provinces.
 11. Telegraphs—Ontario and Quebec.
 12. Telegraphs—Manitoba, Saskatchewan and Alberta.
 13. Telegraphs—British Columbia, Yukon and Alberta.
 14. Telephones—Maritime provinces and Quebec.
 15. Telephones—Ontario and Quebec.
 16. Telephones—Manitoba, Saskatchewan, Alberta, British Columbia.
 17. Railways—Quebec and maritime provinces.
 18. Railways—Ontario and Quebec.
 19. Railways—Manitoba, Saskatchewan and Alberta.
 20. Railways—British Columbia, Alberta and Yukon.
 21. Transcontinental railways.
 22. Canals, lighthouses and sailing routes—St. Lawrence and Great Lakes.
 23. Lighthouses and sailing routes—Pacific coast.
 24. Lighthouses and sailing routes—Atlantic coast.
 25. Isotherms for months of year.
 26. Isotherms for summer and year; precipitation, snowfall and Isobars.
 - 26*a*. Average possible hours of sunshine in summer months, and temperature maps.
 27. Density of population—maritime provinces and Quebec.
 - 27*a*. Density of population—Ontario and Quebec.
 28. Density of population—Manitoba and Saskatchewan.
 - 28*a*. Density of population—British Columbia and Alberta.
 29. Aborigines of Canada, Alaska and Greenland.
 - 29*a*. Origins of the people—maritime provinces and Quebec.
 - 29*b*. Origins of the people—Ontario and Quebec.
 - 29*c*. Origins of the people—Manitoba and Saskatchewan.
 - 29*d*. Origins of the people—British Columbia and Alberta.
 30. International and interprovincial boundaries (*a*) Eastern Canada-United States; (*b*) New Brunswick-Quebec; (*c*) Quebec-Labrador.
 31. Interprovincial boundary—Ontario-Manitoba.
 - 31*a*. International boundary—British Columbia and Yukon-Alaska.
 32. Routes of explorers.
 33. Drainage basins.
 34. Montreal.
 35. Toronto.
 36. Quebec, St. John.
 37. Winnipeg.
 38. Vancouver, Ottawa.
 39. Hamilton, London, Halifax.
- DIAGRAMS.
40. Trade and Commerce—Exports.
 41. Trade and Commerce—Imports.
 42. Trade and Commerce—Exports, principal items.

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43. Trade and Commerce—Imports, principal items.
44. Trade and Commerce—Imports per head, duty, increase of trade.
45. Minerals, telegraphs.
46. Population according to (a) age and sex; (b) sex and conjugal condition.
47. Population according to age, sex and conjugal condition.
48. Population (a) proportion of British and foreign born; (b) Birthplace of native population; (c) areas of provinces and territories.
49. Population (a) origins; (b) religions; (c) birthplaces.
50. Population (a) interprovincial immigration; (b) proportion of population; (c) density of population; (d) rural and urban.
51. Population, from earliest records to 1901, in Ontario, Manitoba, British Columbia, Alberta, Saskatchewan, other territories.
52. Population from earliest records to 1901, in Quebec, Nova Scotia, New Brunswick, Prince Edward Island.
53. Population—Cities and towns with a population of upwards of 7,000.
54. Population—Cities and towns with a population of upwards of 7,000.
55. Population—Cities and towns with a population of upwards of 7,000.
56. Agriculture—Value of land, &c.; of farm products; number of farmers and classification of farm area.
57. Agriculture—Improved and unimproved area; value of farm property.
58. Agriculture—Size of farms; number of farms; value of agricultural products.
59. Agriculture—Number of (a) sheep, (b) horses, (c) cattle.
60. Agriculture—Value of crops, live stock, dairy produce, &c.
61. Agriculture—Production of grains, &c.
62. Agriculture—Principal crops of Ontario.
63. Agriculture—Principal crops of Manitoba.
64. Manufactures—Capital invested; number of wage-earners; value of products.
65. Manufactures—Proportion of population; value of product, by provinces.
66. Vital statistics—(a) blind, (b) deaths.
67. Vital statistics—(a) insane, (b) deaf and dumb.
68. Finance—Revenue.
69. Finance—Expenditure.
70. Finance—Debt: expenditure for public works; assets.
71. Currency and Banking—Savings banks, deposits and withdrawals.
72. Currency and Banking—Chartered banks, liabilities, assets, deposits, loans and reserve fund.
73. Currency and Banking—Chartered banks, capital, deposits, liabilities and assets.
74. Marine—Light stations, &c.; vessels entered, 1903.
75. Marine—Vessels arrived and departed; coasting vessels.
76. Marine—Sea-going shipping; vessels on inland waters.
77. Marine—Vessels in coasting trade, by provinces.
78. Fisheries—Yield; fishermen: value of vessels, &c.; fish exports.
79. Railways—Capital; passengers; freight; mileage.
80. Railways—Earnings; working expenses; receipts; expenditure.
81. Railways—Train mileage; rolling stock; passengers; freight.
82. Government railways—Expenditure and revenue; earnings and operating expenses; receipts.
83. Education, Immigration—Literate and illiterate; schools, teachers, pupils; expenditure; number of immigrants.

REPORTS.

Altitudes in the Dominion of Canada. With a relief map of North America. 8vo., pp. 226.

SESSIONAL PAPER No. 25

Dictionary of altitudes in the Dominion of Canada. With a relief map of Canada. 8vo., pp. 143.

MAPS IN PROGRESS.

Railway map of Canada. Scale 100 miles to 1 inch.

Sheet 2 N. W. Ontario—Toronto sheet—Peel, York, Ontario and Victoria and portions of Halton, Simcoe, Dufferin, Muskoka, Durham and Peterborough counties. Scale $\frac{1}{250,000}$ miles to 1 inch.

Sheet 2 N. E. Ontario—Belleville sheet—Northumberland and Prince Edward and portions of Durham, Peterborough, Hastings and Lennox and Addington counties. Scale $\frac{1}{250,000}$, or 3·95 miles to 1 inch.

Sheet 3 N. W. Ontario—Kingston sheet—Includes Leeds and Grenville and portions of Hastings, Addington, Renfrew, Frontenac and Lanark counties. Scale $\frac{1}{250,000}$, or 3·95 miles to 1 inch.

Sheet 9 S. W.—Parry Sound sheet—Includes portions of Muskoka, Parry Sound, Nipissing and Haliburton districts.

Sheet 9 S. E., Ontario and Quebec—Pembroke sheet—Includes portions of Hastings, Addington, Renfrew, Haliburton and Nipissing, Ont., and of Pontiac county, Quebec. Scale $\frac{1}{250,000}$, or 3·95 miles to 1 inch.

Sheet 9 N. W.—Timagami sheet—Includes the country between Lake Nipissing and the Height-of-Land. Scale $\frac{1}{250,000}$, or 3·95 miles to 1 inch.

Sheet 10 S. E.—Cornwall sheet—Includes Dundas, Prescott and Russell counties, Ont., and Vaudreuil and Soulanges and portions of Argenteuil and Ottawa counties, Que. Scale $\frac{1}{250,000}$, or 3·95 miles to 1 inch.

Sheet 10 S. W., Ontario and Quebec—Ottawa sheet—Includes portions of Carleton, Lanark, Frontenac, and Renfrew counties, Ont., and of Ottawa and Pontiac counties, Quebec. Scale $\frac{1}{250,000}$, or 3·95 miles to 1 inch.

No. 22.

REPORT OF THE SCHOOL LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,

SCHOOL LANDS BRANCH,

OTTAWA, June 19, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows in regard to the business of the School Lands Branch of the department for the fiscal nine months ending March 31, 1907.

SALES.

In view of the demand for school lands in Manitoba it was decided to offer for sale during the autumn of 1906, the undisposed of school lands in the portion of the province lying west of range 15 and south of township 19.

The lands were inspected and valued by Mr. Ingram and Mr. Potts, the School Lands Inspectors, for the purpose of determining the upset price to be placed on each parcel, and the necessary authority for holding the sales was given by order in council of August 31, 1906.

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For the greater convenience of the public it was decided to hold the sales at fourteen different points in the portion of the province before described, and which points were so chosen that all the lauds offered were within easy distance of some one of the points of sale.

In addition to these fourteen sales, two smaller ones were held earlier in the season, namely, one at Winnipeg on September 11, 1906, comprising certain water-powers on the Winnipeg river and a gravel pit near Winnipeg, and the other at Roseisle on September 18, 1906.

The following statement shows the results of these sales:—

| Place of Sale. | Date of Sale. | Area offered in acres. | Area sold. | Amount realized. | Average price per acre realized. |
|------------------|------------------|---------------------------|------------|---------------------|---|
| | 1906. | | | \$ cts. | \$ cts. |
| Winnipeg..... | September 11.... | 1,323.60 | 1,243.09 | 38,755 00 | 31 18 |
| Roseisle..... | " 18.... | 3,520.00 | 2,077.00 | 17,618 00 | 8 48 |
| Killarney..... | October 23.... | 14,139.72 | 9,693.98 | 104,792 54 | 10 80 |
| Deloraine..... | " 25.... | 11,333.25 | 6,380.25 | 96,865 90 | 15 18 |
| Melita..... | " 27.... | 22,872.84 | 17,432.84 | 247,495 16 | 14 20 |
| Hartney..... | " 30.... | 8,794.22 | 4,338.22 | 46,473 19 | 10 71 |
| Reston..... | November 1.... | 17,444.86 | 10,880.00 | 122,040 00 | 11 22 |
| Brandon..... | " 3.... | 8,932.84 | 6,751.44 | 104,598 07 | 15 49 |
| Wawanesa..... | " 6.... | 8,621.78 | 4,945.79 | 56,173 73 | 11 36 |
| Virden..... | " 8.... | 17,509.77 | 11,139.75 | 112,620 13 | 10 10 |
| Miniota..... | " 13.... | 16,810.59 | 10,776.09 | 122,772 89 | 11 39 |
| Oak River..... | " 15.... | 7,407.20 | 6,700.81 | 105,250 31 | 15 41 |
| Strathclair..... | " 17.... | 18,357.02 | 12,569.72 | 141,989 32 | 11 31 |
| Birtle..... | " 20.... | 17,035.82 | 7,387.86 | 78,018 19 | 10 56 |
| Minnedosa..... | " 24.... | 14,265.40 | 7,423.63 | 77,296 87 | 10 41 |
| Rapid City..... | " 24.... | 5,355.60 | 5,355.60 | 55,787 05 | 10 41 |
| Total..... | | 193,714.91 | 125,086.98 | 1,526,546 35 | 12 20 |

In addition to the foregoing, certain town lots were sold at the Rapid City sale for \$964.

The only auction sale in Saskatchewan during the fiscal nine months was held at Strassburg on October 12, 1906. The result was as follows:—

Area offered, 12,601.40 acres; area sold, 11,801.40 acres; amount realized, \$173,155.15; average price per acre, \$14.67.

No auction sales were held in Alberta.

GRAZING LEASES.

The number of grazing leases issued in the three provinces during the nine months was as follows:—

| | |
|-------------------|-----|
| Manitoba..... | 23 |
| Saskatchewan..... | 149 |
| Alberta..... | 139 |
| Total..... | 311 |

The total revenue from this source for the fiscal period for the three provinces was \$12,365.13.

COAL LEASES.

Twelve new coal leases were issued, all of which were for lands in the province of Alberta, covering 3,156 acres. The revenue from coal leases in Alberta for the fiscal nine months was \$1,009.25, and in Saskatchewan \$479.10.

TIMBER.

The revenue from this source for the nine months was as follows:—

| | |
|------------------------|------------|
| Manitoba.. | \$1,893 75 |
| Saskatchewan.. | 143 75 |
| Alberta.. | 1,107 43 |

Attached hereto are three statements, marked respectively A, B and C, showing duly classified the revenue from each province for the fiscal period. From these statements it will be seen that the total net revenue from the three provinces for the fiscal nine months was as follows:—

| | |
|------------------------|--------------|
| Manitoba.. | \$337,010 22 |
| Saskatchewan.. | 244,830 99 |
| Alberta.. | 140,023 67 |
| | <hr/> |
| Total.. | \$721,864 88 |

Attached hereto are also three statements, marked D, E and F, respectively, showing the balance to the credit of the School Lands Fund of each of the three provinces on March 31, 1907.

In accordance with the orders in council in that behalf, a requisition was made on the Auditor General for the issue of cheques to the provincial treasurers of Manitoba, Saskatchewan and Alberta for the amount of the revenue from the school lands within the provinces for the fiscal period, less the principal moneys of sales, and less also the cost of management, and Finance Department cheques were issued accordingly for the following amounts:—

| | |
|---|-------------|
| To the provincial treasurer of Manitoba.. | \$39,572 70 |
| To the provincial treasurer of Saskatchewan.. | 45,609 78 |
| To the provincial treasurer of Alberta.. | 50,235 88 |

There has been a great increase in the volume of business in the School Lands Branch during the fiscal period, and not only is the revenue much larger for the fiscal nine months than for the preceding twelve months, being \$721,864.88 for the present fiscal nine months as against \$607,070.13 for the preceding year, but the correspondence has also greatly increased, and will, of course, continue to increase as the country develops. Each new auction sale also adds largely to the work of the branch.

The following is a statement of the work of the branch for the fiscal nine months:—

| | |
|--|--------|
| Letters sent.. | 11,442 |
| Leases prepared.. | 385 |
| Accounts kept posted.. | 6,343 |
| Statements of accounts furnished.. | 6,343 |
| Cultivation permits issued.. | 9 |
| Number of receipts issued.. | 2,327 |

There is in addition to the above a very large amount of work which cannot be tabulated, especially in connection with the auction sales, which involves a great deal of time and labour.

I have the honour to be, sir,

Your obedient servant,

FRANK S. CHECKLEY,

Chief Clerk.

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STATEMENT A—MANITOBA SCHOOL LANDS.

REVENUE from July 1, 1906, to March, 31, 1907, both dates inclusive.

| Month. | SALES. | | Total. | Cultivation Permits. | | Grazing Ranches. | Timber. | Hay. | Coal Fees. | Total. |
|--------------------------------|------------|-----------|------------|----------------------|----------|------------------|----------|------|------------|------------|
| | Principal. | Interest. | | ¢ | cts. | | | | | |
| 1906. | | | | | | | | | | |
| July..... | 3,714 16 | 3,704 34 | 7,418 50 | 60 00 | 295 72 | | | | | 7,774 22 |
| August..... | 6,884 41 | 3,182 22 | 10,066 66 | | 45 00 | | | | | 10,161 66 |
| September..... | 3,691 35 | 1,858 19 | 5,552 54 | | 76 80 | | | | | 5,629 34 |
| October..... | 11,270 71 | 2,095 80 | 13,366 51 | | 90 24 | | 100 00 | | | 13,456 75 |
| November..... | 68,988 82 | 14,707 55 | 83,696 37 | | 86 80 | | | | | 83,883 17 |
| December..... | 87,821 01 | 5,492 35 | 93,313 36 | | 67 20 | | | | | 93,380 56 |
| 1907. | | | | | | | | | | |
| January..... | 84,403 66 | 5,117 67 | 89,521 33 | | 93 30 | | 50 00 | | | 89,664 63 |
| February..... | 7,331 87 | 1,539 21 | 8,871 11 | 39 00 | 95 15 | | | | 7 00 | 9,012 26 |
| March..... | 6,257 21 | 2,318 45 | 8,575 69 | 120 00 | 210 75 | | | | | 8,906 41 |
| Transferred to Saskatchewan. | 280,366 26 | 40,015 81 | 320,382 07 | 219 60 | 1,110 96 | | 150 00 | | 7 00 | 321,839 03 |
| | 539 73 | 96 90 | 636 63 | | | | | | | 636 63 |
| Agencies..... | 279,826 53 | 39,918 91 | 319,745 44 | 219 60 | 1,110 96 | | 150 00 | | 7 00 | 321,232 40 |
| | 9,501 63 | 4,945 17 | 14,446 20 | 14 00 | 353 16 | | 1,874 25 | | | 17,409 76 |
| Transferred to Dominion Lands. | 289,127 56 | 44,861 08 | 333,991 64 | 233 00 | 1,114 12 | | 2,024 25 | | 7 00 | 338,612 16 |
| | | | | | | | 13 00 | | | 175 50 |
| Refunds..... | 289,127 56 | 44,861 08 | 333,991 64 | 233 00 | 1,414 12 | | 2,011 25 | | 7 00 | 338,466 66 |
| | 1,654 87 | | 1,654 87 | | 263 37 | | 117 50 | | 7 00 | 1,456 41 |
| | 288,072 69 | 44,861 08 | 332,936 77 | 233 00 | 1,180 75 | | 1,833 75 | | | 337,010 22 |

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

FRANK S. CHECKLEY,
Chief Clerk.

SESSIONAL PAPER No. 25

STATEMENT B.—SASKATCHEWAN SCHOOL, LANDS.
REVENUE from July 1, 1906, to March 31, 1907, both dates inclusive.

| Month. | SALES. | | Total. | | Cultivation Permits. | Grazing Ranches. | Timber. | Hay. | Coal. | Total. |
|------------------------------------|------------|-----------|------------|------|----------------------|------------------|---------|--------|--------|------------|
| | Principal. | Interest. | § | cts. | | | | | | |
| | § | cts. | § | cts. | § | cts. | § | cts. | § | cts. |
| 1906. | | | | | | | | | | |
| July..... | 23,008 58 | 1,217 03 | 23,225 61 | | | 335 52 | | 5 50 | | 23,626 63 |
| August..... | 6,219 36 | 777 18 | 6,996 54 | | 6 00 | 388 59 | | 50 | | 7,391 63 |
| September..... | 5,606 16 | 461 57 | 6,067 73 | | | 376 30 | | | 55 40 | 6,499 43 |
| October..... | 28,175 06 | 2,082 49 | 30,257 55 | | 25 00 | 347 61 | | | | 30,630 19 |
| November..... | 48,534 56 | 16,938 95 | 65,473 51 | | 27 50 | 290 18 | | | 10 00 | 65,801 19 |
| December..... | 43,125 76 | 11,171 72 | 54,297 48 | | | 360 61 | | 50 | 83 70 | 54,712 29 |
| 1907. | | | | | | | | | | |
| January..... | 17,860 60 | 5,675 87 | 23,536 47 | | 17 50 | 488 95 | 25 | 13 | | 24,086 17 |
| February..... | 12,125 09 | 2,271 17 | 14,396 26 | | 5 00 | 307 82 | | 2 20 | 186 30 | 15,197 88 |
| March..... | 4,661 49 | 2,671 01 | 7,332 53 | | 80 50 | 918 12 | | | 143 70 | 8,474 85 |
| Transfer from Manitoba..... | 501 51 | 132 09 | 633 63 | | | | | | | |
| Agencies..... | 189,151 20 | 43,389 41 | 232,550 61 | | 161 50 | 3,873 73 | 25 | 21 70 | 479 10 | 237,086 89 |
| | 5,037 47 | 2,258 85 | 7,296 32 | | | 576 23 | 153 00 | 531 00 | | 8,556 55 |
| Transfer fees, Dominion Lands..... | 194,488 67 | 45,658 26 | 239,846 93 | | 161 50 | 4,449 96 | 153 25 | 552 70 | 479 40 | 245,643 44 |
| | | | | | | | 9 25 | 109 00 | | 118 25 |
| Refunds..... | 194,188 67 | 45,658 26 | 239,846 93 | | 161 50 | 4,449 96 | 114 00 | 443 70 | 479 10 | 245,225 19 |
| | 475 51 | 80 | 476 31 | | 5 40 | 107 51 | 25 | 44 70 | | 624 20 |
| | 193,713 13 | 45,657 46 | 239,370 59 | | 156 10 | 4,282 45 | 143 75 | 339 00 | 479 40 | 244,830 99 |

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

FRANK S. CHECKLEY,
Chief Clerk.

STATEMENT C—ALBERTA SCHOOL LANDS.

REVENUE from July 1, 1906, to March 31, 1907, both dates inclusive.

| Month. | SALES. | | Total. | Cultivation Permits. | Grazing Ranches. | Timber. | Hay. | Coal. | Total. |
|-----------------------------------|------------|-----------|------------|----------------------|------------------|----------|------|----------|------------|
| | Interest. | | | | | | | | |
| | Principal. | Interest. | | | | | | | |
| | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. |
| 1906. | | | | | | | | | |
| July..... | 2,078 87 | 68 13 | 2,147 00 | | 394 60 | | | 5 00 | 2,546 69 |
| August..... | 52 72 | 114 00 | 166 72 | | 673 53 | | | | 840 25 |
| September..... | 471 11 | 170 75 | 641 86 | | 430 93 | | | | 1,072 79 |
| October..... | 7,524 57 | 3,529 61 | 11,054 24 | | 604 12 | | | | 11,658 33 |
| November..... | 39,641 43 | 22,291 79 | 61,933 22 | | 151 16 | 10 48 | | 298 00 | 62,695 86 |
| December..... | 11,411 31 | 8,858 84 | 20,303 15 | | 296 48 | | | | 29,599 33 |
| 1907. | | | | | | | | | |
| January..... | 5,205 56 | 4,123 49 | 9,329 05 | | 334 83 | | | 5 00 | 9,668 88 |
| February..... | 6,732 00 | 2,876 62 | 9,608 62 | | 117 08 | 1,015 00 | | 215 40 | 11,256 10 |
| March..... | 5,420 48 | 2,596 36 | 8,016 84 | | 759 45 | | | 127 00 | 8,905 29 |
| Agencies..... | 78,568 05 | 14,629 62 | 123,197 67 | | 4,364 37 | 1,025 48 | | 650 40 | 129,238 52 |
| | 4,887 63 | 2,714 13 | 7,601 76 | | 2,670 35 | 83 20 | | 373 85 | 11,188 61 |
| Transfer fees Dominion Lands..... | 83,455 68 | 47,373 75 | 130,829 43 | | 7,035 32 | 1,108 68 | | 1,024 25 | 140,427 13 |
| | | | | | | 1 25 | | 64 00 | 65 25 |
| Refunds..... | 83,455 68 | 47,373 75 | 130,829 43 | | 7,035 32 | 1,107 43 | | 1,024 25 | 140,361 88 |
| | 189 02 | | 189 02 | | 133 39 | | | 80 | 338 21 |
| | 83,266 66 | 47,373 75 | 130,640 41 | | 6,901 93 | 1,107 43 | | 1,009 25 | 140,023 67 |

FRANK S. CHECKLEY,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

SESSIONAL PAPER No. 25

STATEMENT D.

STATEMENT of revenue and expenditure on account of school lands for the fiscal period ended March 31, 1907.

MANITOBA SCHOOL LANDS.

| Particulars. | Dr. | | Cr. | |
|--|-----------|--------|-----------|------|
| | \$ | cts. | \$ | cts. |
| By Balance on July 1, 1906..... | | | 1,352,617 | 07 |
| Sales..... nine months to March 31, 1907..... | | | 332,936 | 77 |
| Rental for cultivation..... | | | 233 | 00 |
| Timber, hay and grazing..... | | | 3,840 | 45 |
| Interest (on account)..... | | | 18,000 | 00 |
| To cost of management at Ottawa..... | | 900 | | |
| Expenses, being salaries, printing, advertising, &c..... | | 8,464 | | 83 |
| Interest paid to Manitoba Government..... | | 18,000 | | 00 |
| Interest and revenue paid to Manitoba Government..... | | 39,572 | | 79 |
| To balance on March 31, 1907..... | 1,640,689 | 76 | | |
| | 1,707,627 | 29 | 1,707,627 | 29 |

FRANK S. CHECKLEY,
*Chief Clerk.*DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

STATEMENT E.

STATEMENT of revenue and expenditure on account of school lands for the fiscal period ended March 31, 1907.

SASKATCHEWAN SCHOOL LANDS.

| Particulars. | Dr. | | Cr. | |
|---|---------|--------|---------|------|
| | \$ | cts. | \$ | cts. |
| By balance on July 1, 1906..... | | | 385,725 | 26 |
| Sales..... nine months to March 31, 1907..... | | | 239,370 | 59 |
| Rental for cultivation..... | | | 156 | 10 |
| Timber, hay, grazing and coal..... | | | 5,304 | 30 |
| To cost of management at Ottawa..... | | 960 | | |
| Expenses, being salaries, printing, advertising, &c..... | | 4,668 | | 08 |
| Interest and revenue paid to Saskatchewan Government..... | | 45,609 | | 78 |
| To balance on March 31, 1907..... | 579,438 | 39 | | |
| | 630,556 | 25 | 630,556 | 25 |

FRANK S. CHECKLEY,
*Chief Clerk.*DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

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STATEMENT F.

STATEMENT of revenue and expenditure on account of school lands for the fiscal period ended March 31, 1907.

ALBERTA SCHOOL LANDS.

| Particulars. | Dr. | | Cr. | |
|--|-----|---------|---------|------------|
| | \$ | cts. | \$ | cts. |
| By balance on July 1, 1906..... | | | 214,093 | 80 |
| Sales..... nine months to March 31, 1907..... | | | 130,640 | 41 |
| Timber, hay, grazing and coal..... | | | 9,383 | 26 |
| To cost of management at Ottawa..... | | 900 | 00 | |
| Expenses, being salaries, printing, advertising, &c..... | | 4,008 | 19 | |
| Interest and revenue paid to Alberta Government..... | | 50,235 | 88 | |
| To balance on March 31, 1907..... | | 298,973 | 40 | |
| | | 354,117 | 47 | 354,117 47 |

FRANK S. CHECKLEY,
*Chief Clerk.*DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

No. 23.

REPORT ON TIMBER, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, July 24, 1907.W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the report of the Timber, Grazing and Irrigation Branch, for the fiscal nine months ending March 31, 1907.

On July 1, 1906, the Timber and Mines Branch, of which this branch formed a part, was divided under authority of an order in council. The administration of the timber and minerals in the Yukon Territory, together with the minerals throughout the western provinces, was assigned to the Mines Branch; while this branch was charged with the management of timber, grazing and irrigation on Dominion lands in the Northwest Territories and the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

Notwithstanding the fact that the report herewith presented covers a period of only nine months, a comparison of the revenue from timber, grazing and irrigation within the areas under the jurisdiction of this branch shows an increase of \$79,692.35 over the twelve months of last year.

The revenue derived from timber, grazing, hay and irrigation on Dominion lands for the fiscal nine months which ended March 31, last, amounted to \$410,225.07.

Statement 'A,' showing how this amount is made up, will be found at the end of this report.

SESSIONAL PAPER No. 25

Reports received from the Crown Timber Agents at Calgary, Edmonton, Prince Albert, Winnipeg and New Westminster, showing the revenue collected on Dominion lands within their respective agencies, and other information, are appended hereto.

The reports of the Commissioner of Irrigation and the Inspector of Ranches are also appended.

The total revenue from timber, grazing and irrigation received at the above Crown Timber Agencies, together with the ruling price of lumber and the number of mills in each, may be summarized as follows:—

| Agency. | Total Revenue | Average price of lumber per M. ft. B. M. at mills. | | Number of mills within Agency. | | |
|----------------------|---------------|--|------|--------------------------------|------------------------------|----|
| | | § | cts. | Number of mills | Number of mills in operation | |
| Calgary..... | 17,716 | 55 | 20 | 70 | 13 | 9 |
| Edmonton..... | 39,175 | 58 | 17 | 50 | 16 | 14 |
| Prince Albert..... | 24,771 | 83 | 19 | 00 | 6 | 6 |
| Winnipeg..... | 92,859 | 37 | 17 | 00 | 29 | 24 |
| New Westminster..... | 185,172 | 94 | 16 | 25 | 25 | 18 |

Saw-mill returns received at this department give the following quantities of building materials as having been manufactured and sold during the nine months within the above mentioned agencies:—

| | Manufactured. | Sold. |
|--------------------------|---------------|-------------|
| Sawn lumber.....ft. B.M. | 141,050,292 | 128,113,260 |
| Shingles..... | 60,000 | 60,000 |
| Shingle bolts.....corals | 8,698 | 9,454 |
| Lath..... | 14,273,300 | 9,268,500 |

The quantity of lumber manufactured and sold within each agency will be found in the agents' reports appended hereto.

Seven hundred and thirty licenses were prepared.

The areas under license and permit in the provinces of Manitoba, Saskatchewan and Alberta, in the Northwest Territory, and within the Railway Belt in the province of British Columbia, on March 31, 1907, were as follows:—

| | Under License. sq. mls. | Under Permit. sq. mls. |
|--------------------------|----------------------------|---------------------------|
| Manitoba..... | 1,217.76 | 530.94 |
| Alberta..... | 2,651.93 | 58.96 |
| Saskatchewan..... | 2,228.59 | 507.91 |
| Northwest Territory..... | 247.70 | |
| British Columbia..... | 1,953.35 | 29.16 |
| Total..... | 8,299.33 | 1,126.97 |

The number of applications to cut timber received during the nine months was 380; the number of berths granted was 49. The total number of berths under license is 720. The number of berths covered by permits is 62. The number of portable saw-mill berths granted under order in council of February 19, 1907, is 20.

GRAZING LANDS.

The total number of leases in force is 787, including a total area of 3,002,505 acres, distributed as follows:—

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| | Acres. |
|-----------------------------------|-----------|
| Province of Manitoba. | 6,688 |
| Province of Saskatchewan. | 899,765 |
| Province of Alberta. | 1,651,397 |
| Railway Belt, B.C. | 444,655 |
| | <hr/> |
| | 3,002,505 |

IRRIGATION.

During the year 42 applications for authority to divert water for irrigation and other purposes were received, and 16 authorizations to construct works in accordance with the provisions of the Northwest Irrigation Act were issued. There were 229 licenses issued up to date to divert water.

OFFICE WORK.

The following is a statement of the office work performed at Ottawa from July 1, 1906, to March 31, 1907:—

| | |
|---|--------|
| Letters received and recorded. | 15,464 |
| Letters sent. | 14,604 |
| Pages of memoranda and schedule. | 7,574 |
| Plans and sketches prepared. | 455 |
| Cash receipts issued in quadruplicate. | 1,150 |
| Timber— | |
| Berths applied for. | 380 |
| Berths granted. | 49 |
| Licenses for timber berths prepared in duplicate. | 730 |
| Instructions issued for survey of timber berths. | 85 |
| Returns of surveys of timber berths examined. | 76 |
| Returns of saw-mills received and verified. | 1,495 |
| Permits to cut timber issued by agents, also entered and checked. | 6,873 |
| Accounts kept posted. | 502 |
| Timber seizures entered and checked. | 114 |
| Fireguarding accounts posted. | 800 |
| Grazing— | |
| Applications for grazing lands received. | 509 |
| Leases of grazing lands issued. | 100 |
| Applications for leases for hay purposes. | 13 |
| Accounts kept posted—grazing. | 787 |
| Accounts kept posted—hay. | 2 |
| Hay permit forms used by the Dominion lands agents, also entered and checked over at this office. | 276 |
| Irrigation— | |
| Applications <i>re</i> irrigation recorded. | 42 |
| Memorials examined. | 42 |
| Plans examined. | 84 |
| Authorizations for construction of ditches issued. | 16 |
| Assignments of irrigation applications examined and recorded. | 2 |
| Cancellation of irrigation applications issued and recorded. | 9 |
| Irrigation licenses issued (in triplicate). | 34 |

Your obedient servant,

B. L. YORK.

Chief Clerk.

SESSIONAL PAPER No. 25

REVENUE OF DOMINION LANDS.

A.—STATEMENT of receipts on account of timber, grazing, hay and irrigation for the fiscal nine months ending March 31, 1907.

| Month. | Timber. | Grazing. | Hay. | Irrigation. | Total. |
|----------------|------------|-----------|----------|-------------|------------|
| | § cts. | § cts. | § cts. | § cts. | § cts. |
| 1906. | | | | | |
| July..... | 47,160 66 | 2,983 35 | 872 05 | 21 50 | 51,037 56 |
| August..... | 34,553 52 | 2,786 13 | 183 55 | 77 75 | 37,600 95 |
| September..... | 16,306 98 | 4,786 87 | 26 35 | 23 00 | 21,143 20 |
| October..... | 36,237 82 | 3,233 81 | 15 50 | 20 75 | 39,507 88 |
| November..... | 21,923 84 | 7,623 35 | 1 00 | 122 00 | 29,670 19 |
| December..... | 14,492 26 | 2,124 55 | 3 50 | 16 25 | 16,636 56 |
| 1907. | | | | | |
| January..... | 69,901 89 | 5,683 06 | 2 00 | 25 76 | 75,612 71 |
| February..... | 71,758 89 | 2,829 06 | 50 | 40 50 | 74,628 95 |
| March..... | 52,087 34 | 12,244 23 | 50 | 55 00 | 64,387 07 |
| Totals..... | 364,423 20 | 44,294 41 | 1,104 95 | 402 51 | 410,225 07 |

F. LOYER,

Book-keeper Timber, Grazing and Irrigation Branch.

No. 24.

REPORT OF THE INSPECTOR OF CROWN TIMBER AGENCIES.

OFFICE OF INSPECTOR OF DOMINION CROWN TIMBER OFFICES,
WINNIPEG, MANITOBA, July 2, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa. Ont.

SIR,—I beg to submit the following report in connection with my office as Inspector of Crown Timber Agencies for the nine months ended March 31, last.

During this period the business transacted at seventeen offices, as accounted for in the weekly returns to the department, passed through my hands for purposes of checking. By this arrangement I was kept in close touch with the work, and errors found to have been made were quickly rectified. The returns received by the agents from licensees of timber berths accounting for timber cut also came to me and were carefully checked. Considerable work was entailed in this connection in the shape of correspondence.

I made personal inspection of a number of the timber offices, the reports upon which were duly forwarded to the department.

The offices at Prince Albert, Edmonton, Calgary and New Westminster were inspected during the months of May and June, the work being purposely delayed until after returns had been received from licensees of their cutting during the past winter. Owing to the unprecedentedly heavy snowfall in the provinces of Manitoba and Saskatchewan the lumbermen were greatly hindered in their operations, and this resulted in a much smaller amount of timber being cut than that calculated upon.

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The cutting in the province of Alberta exceeded that of the previous winter, and in British Columbia the output of logs was so great as to glut the market.

The following particulars are given as showing the standing of the timber berths held under Dominion license:—

| Provinces. | Areas under License. |
|-----------------------|------------------------|
| Manitoba..... | 1,217.76 square miles. |
| Saskatchewan..... | 2,228.59 " " |
| Alberta..... | 2,651.93 " " |
| Athabaska..... | 247.70 " " |
| British Columbia..... | 1,953.35 " " |
| Total..... | 8,299.33 " " |

The following particulars are given of the berths in the respective districts, the number being operated upon and the saw-mills in connection therewith.

| | No. of Berths. | No. Operated. | No. Saw mills. |
|-----------------------|-------------------|------------------|-------------------|
| Calgary..... | 50 | 24 | 15 |
| Edmonton..... | 122 | 20 | 12 |
| Prince Albert..... | 79 | 34 | 7 |
| Winnipeg..... | 137 | 83 | 39 |
| British Columbia..... | 365 | 89 | 24 |
| | 753 | 250 | 97 |

From the above showing it will be seen that one-third only of the licensed berths are being worked.

In view of the active demand for lumber material of all kinds throughout the country and the short supply, prices were advanced unduly high by millmen. It is a matter for thoughtful consideration by the department whether in the public interest those licensees who have been holding berths for years past should not be compelled to fulfil the conditions of their license and erect mills and proceed with the manufacture of timber.

I would respectfully refer you to my report made in connection with the Winnipeg Crown Timber Office, in which I give a comparative statement for the years 1905-6 and 1906-7 of the sales of lumber and the prices charged therefor.

Owing to incomplete returns from the lumbermen I am not in a position at this early date to give you figures to show the extent of cutting last winter.

I append hereto a summary statement of the business transacted in connection with timber, mines and grazing during the nine months under review.

Respectfully submitted,

E. F. STEPHENSON,

Inspector Crown Timber Agencies.

SESSIONAL PAPER No. 25

CROWN TIMBER AGENCIES.

A.—SUMMARY of Work Performed during the Nine Months ended March 31, 1907, showing Number of Transactions under various heads and Amount of Revenue Collected.

| Agencies. | Bonus. | Ground Rent. | Royalty on Sales. | Timber Limits. | Timber Seizures. | Hay Permits. | (Grazing Rents. | Mining Rents. | (Coal Lands, &c. | Stone Quarries. | Sundries. | School Lands, Hay, Timber and Grazing. | Revenues. | Remarks. |
|----------------------|--------|--------------|-------------------|----------------|------------------|--------------|-----------------|---------------|------------------|-----------------|-----------|--|------------|--|
| | | | | | | | | | | | | | \$ cts. | |
| Alameda..... | | | | 8 | | 41 | 5 | 5 | | | | | 346 05 | |
| Battleford..... | | | | 130 | | 39 | 2 | 1 | 1 | | | 39 | 318 65 | |
| Brandon..... | | | | 195 | | 2 | | | | | | 178 | 533 50 | |
| Banff..... | | | | | | | | | | | | | | No returns received. |
| Calgary..... | | 7 | 41 | 687 | 11 | 47 | 66 | 18 | 134 | 1 | 5 | 5 | 34,963 73 | |
| Dauphin..... | | | | 662 | 25 | 41 | 5 | 4 | | | 3 | | 1,417 12 | |
| Edmonton..... | 1 | 21 | 28 | 1,228 | 6 | 49 | | 11 | 322 | | 51 | | 46,803 22 | |
| Lethbridge..... | | | 1 | 276 | 16 | 73 | 90 | 8 | 4 | | | not given | 16,749 70 | Absorbed in Dauphin District, October 1, 1906. No returns. |
| Minnedosa..... | | | | | | | | | | | | | | |
| New Westminster..... | | 27 | 50 | 32 | 4 | | | | | | | | 25,366 21 | |
| Prince Albert..... | | 4 | 26 | 1,073 | 41 | 12 | 1 | | | 41 | | | 24,561 21 | |
| Red Deer..... | | | | 420 | | 13 | | 4 | 45 | | | 103 | 1,110 19 | |
| Regina..... | | | | 803 | 1 | 77 | 16 | | | | | not given | 1,144 82 | |
| Yorkton..... | | | | 717 | | 13 | | | | 2 | | 95 | 7,952 35 | |
| Winnipeg..... | | 25 | 92 | 632 | 22 | 79 | 3 | 41 | | | | 219 | 44,562 48 | |
| Moosjaw..... | | | | | | | | | | | | | | Office opens after March 31, 1907. |
| Humboldt..... | | | | 108 | | 2 | 167 | | | | | 14 | 110 00 | |
| Kamloops..... | | | | | | | | | 1 | | | | 5,104 81 | |
| | | | | | | | | | | | | | 208,077 13 | |

E. F. STEPHENSON,
Inspector Crown Timber Agencies.

No. 25.

REPORT OF THE CROWN TIMBER AGENT AT CALGARY.

DOMINION LANDS AND CROWN TIMBER OFFICE,

CALGARY, ALBERTA, April 16, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith the following statements for the nine months ending March 31, 1907.

Schedule 'A,' statement of receipts on account of Crown timber, covering the period referred to, amounting to \$33,924.14.

Schedule 'B,' showing the saw-mills within the Crown Timber Agency in operation under government license to March 31, 1907.

Schedule 'C,' general office work.

You will observe that the quantity manufactured from licensed berths during the nine months amounted to 11,848,331 feet board measure; quantity sold, 10,630,657 feet board measure; manufactured by portable mills under permits, approximately, 1,500,000 feet board measure, which has practically all been disposed of. In addition to the 13,348,331 feet board measure manufactured as above mentioned, there has been 233,000,000 feet board measure purchased and brought into this district from British Columbia, but apparently nothing has been imported from the United States. The log crop according to an estimate made by Mr. Forest Ranger Margach has not been as large as the operators expected, owing to the scarcity of labour and weather conditions, but will amount to 20,000,000 feet board measure, made up as follows:—

| | |
|---|-------------------|
| Great West Lumber Co. | 5,000,000 |
| Union Bank of Canada. | 5,000,000 |
| Hon. Peter McLaren. | 4,500,000 |
| Eau Claire and Bow River Lumber Co. | 3,500,000 |
| Portable mills. | 1,000,000 |
| C. J. B. Anderson. | 500,000 |
| J. F. Pettepher. | 500,000 |
| Total. | <u>20,000,000</u> |

Mr. Margach, Chief Forest Ranger, also states that during the summer of 1906 a great deal of damage was done by fire on the Red Deer river and its tributaries, originating from fires started by settlers with a view to clearing lands, and in his opinion settlement has reached about far enough west of the fifth meridian, and recommends that a close inspection should be made of timber values before granting homestead entries. In regard to this phase of the question the difficulty I find is that it is impossible to prevent the poorer class of settlers from squatting on lands near the timber, or upon lands containing a considerable amount of timber, as it is such an easy matter for them to erect houses for themselves and shelter for their stock in such localities.

Your obedient servant,

J. R. SUTHERLAND,

Crown Timber Agent.

SCHEDULE A.
STATEMENT of Receipts from Timber, Grazing and Hay Lands, at the Crown Timber Office Calgary, Alta., for the nine months ending March 31, 1907.

| Month. | DOMINION LANDS. | | | | | | SCHOOL LANDS. | | | | | | Totals. | | | | |
|--------------------------|-----------------|-------|----------|----------|-----------|----------|---------------|------|----------|-------|---------|-----|---------|-----|-------|--------|----|
| | Bonuses. | Rent. | Royalty. | Permits. | Seizures. | Firetax. | Grazing. | Hay. | Grazing. | Hay. | Timber. | | | | | | |
| | \$ | cts. | % | \$ | cts. | % | \$ | cts. | % | \$ | cts. | % | cts. | | | | |
| 1906. | | | | | | | | | | | | | | | | | |
| July..... | | 262 | 50 | 1,908 | 63 | 40 | 121 | 71 | 102 | 20 | 70 | 20 | 179 | 00 | 2,864 | 11 | |
| August..... | | | | 111 | 01 | 66 | 65 | 50 | 13 | 95 | | | 22 | 50 | 547 | 36 | |
| September..... | | | | | | | 10 | 85 | 492 | 65 | | | | 50 | 696 | 93 | |
| October..... | | 25 | 01 | 2,079 | 67 | 11 | 29 | 76 | | | 181 | 93 | | 00 | 2,293 | 88 | |
| November..... | | 62 | 25 | 181 | 52 | 34 | 00 | | 787 | 74 | 40 | 00 | 7 | 00 | 1,545 | 27 | |
| December..... | | 90 | 13 | 235 | 34 | 31 | 63 | 50 | 13 | 95 | 179 | 76 | 25 | 60 | 469 | 24 | |
| 1907. | | | | | | | | | | | | | | | | | |
| January..... | | 279 | 75 | 2,018 | 90 | 16 | 156 | 75 | 48 | 715 | 67 | 162 | 90 | | 4,244 | 55 | |
| February..... | | | | 20 | 00 | 8 | 56 | | | | 38 | 89 | | | 262 | 70 | |
| March..... | | | | | | | 143 | 75 | | 240 | 00 | 70 | 45 | 2 | 907 | 64 | |
| Paid at Head Office..... | 2,688 | 50 | | 8,055 | 07 | | 772 | 16 | 48 | 2,366 | 16 | 769 | 73 | 211 | 10 | 13,732 | 71 |
| | 2,688 | 50 | | 8,055 | 07 | | 772 | 16 | 48 | 2,366 | 16 | 769 | 73 | 211 | 10 | 4,907 | 92 |
| | | | | | | | | | | | | | | | | 18,700 | 63 |

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SCHEDULE B.

| Name of Owner or Assignee. | Where Situated. | Kind of Power. | No. of Horse Power. | Commenced Operations. | Kind of Timber. | Logs Cut at | Lumber on Hand in Return of June 30, 1906, Manufactured and Sold since that Date and on Hand March 31, 1907. | Quantity of Shingles Manufactured and Sold. | Date of Return. | No. of Returns. | Berth No. |
|-------------------------------------|----------------------|----------------|---------------------|-----------------------|-----------------------------------|------------------------------|--|---|------------------|-----------------|-------------|
| Eau Claire and Bow River Lumber Co. | Calgary | Steam | 65 | 1887 | Fir and spruce, cypress and pine. | Spray River | On hand June 30, 1906... 2,963,140 | Nil. | Dec. 31, 1906... | 2 | E. & F. 318 |
| | | | | | | | Manufactured..... 3,485,401 | | | | |
| | | | | | | | Sold..... 6,148,341 2,348,017 | | | | |
| J. H. Wray | Mountain View. | Steam | 1904 | | | | On hand June 30, 1906... 3,000 | " | Mar. 31, 1906... | 1 | 583 |
| | | | | | | | Manufactured..... Nil. | | | | |
| | | | | | | | Sold..... Nil. | | | | |
| Great West Lumber Co. | Cole-Red Deer River. | Steam | Avg. 30, 1900 | | Fir and spruce | Tps. 28 R's. 5 and 6 W. 5th. | On hand June 30, 1906... Nil. | " | Dec. 31, 1906... | 2 | 252 |
| | | | | | | | Manufactured..... 2,064,570 | | | | |
| | | | | | | | Sold..... 2,064,570 | | | | |
| Union Bank of Canada | High River | Steam | 1903 | | Fir and spruce | High River | On hand June 30, 1906... 267,286 | " | Dec. 31, 1906... | 2 | 579 |
| | | | | | | | Manufactured..... 2,191,005 | | | | |
| | | | | | | | Sold..... 2,458,291 1,373,644 | | | | |
| | | | | | | | On hand Mar. 31, 1907... 1,084,617 | | | | |

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| | | | | | | | | | | | | |
|---------------------------|---|---------------------|-------|------|---------------------|----------------------|--|------------------------|---|------------------|---|---------|
| " | " | Okotoks, | Steam | 50 | 1890 Fir and spruce | Sheep Creek, | On hand June 30, 1906.. Manufactured, | 103,861 963,353 | " | Dec. 31, 1906.. | 2 | 569 |
| " | " | " | " | " | " | " | Sold | 1,007,214 560,528 | " | " | " | " |
| " | " | " | " | " | " | " | On hand Mar. 31, 1907.. | 446,686 | " | " | " | " |
| " | " | High River, | Steam | 1903 | Fir and spruce | High River, | On hand June 30, 1906.. Manufactured, | 355,111 Nil | " | Sept. 30, 1906.. | 1 | 1121 |
| " | " | " | " | " | " | " | Sold, | 355,111 Nil | " | " | " | " |
| " | " | " | " | " | " | " | On hand Mar. 31, 1907.. | 355,144 | " | " | " | " |
| Ole A. Finstad, | " | Clareholm, | Steam | 25 | 1901 Fir, | Mill on T. B., | On hand June 30, 1906.. Manufactured, | 138,800 Nil | " | Dec. 31, 1906.. | 2 | 1184 |
| " | " | Alta, | " | " | " | " | Sold | 138,800 84,200 | " | " | " | " |
| " | " | " | " | " | " | " | On hand Mar. 31, 1907.. | 54,600 | " | " | " | " |
| C. J. B. Anderson, | " | Lyndon, Alta, | Steam | 40 | 1901 Fir and spruce | Mill on T. B., | On hand June 30, 1906.. Manufactured, | 231,709 326,627 | " | Dec. 31, 1906.. | 2 | 1200 |
| " | " | " | " | " | " | " | Sold | 558,336 402,536 | " | " | " | " |
| " | " | " | " | " | " | " | On hand Mar. 31, 1907.. | 95,800 | " | " | " | " |
| Hon. Peter McLaren, | " | Blairmore, | Steam | 40 | 1882 Fir and spruce | Mill on T. B., | On hand June 30, 1906.. Manufactured, | 485,477 2,975,475 | " | Dec. 31, 1906.. | 2 | 236 'A' |
| " | " | " | " | " | " | " | Sold, | 3,460,952 3,228,627 | " | " | " | " |
| " | " | " | " | " | " | " | On hand Mar. 31, 1907.. | 232,325 | " | " | " | " |
| Thomas Cugley, | " | Mount Royal, | Steam | 30 | 1901 Fir and spruce | Mill on T. B., | On hand June 30, 1906.. Manufactured, | 57,471 28,200 | " | Dec. 31, 1906.. | 2 | 1165 |
| " | " | " | " | " | " | " | Sold | 85,671 85,671 | " | " | " | " |
| " | " | " | " | " | " | " | On hand Mar. 31, 1907.. | Nil | " | " | " | " |

SCHEDULE B. *Continued.*

| Name of Owner or Assignee. | Where Situatd. | Kind of Power. | No. of Horse Power. | Commenced Operations. | Kind of Timber. | Logs Cut at | Lumber on Hand in Return of June 30, 1906, Manufactured and Sold since that Date and on Hand March 31, 1907. | | Quantity of Shingles Manufactured and Sold. | Date of Return. | No. of Returns. | Borth No. |
|----------------------------------|--------------------------|----------------|---------------------|-----------------------|-----------------------|----------------|--|-----------------------|--|--------------------|-----------------|-----------|
| | | | | | | | On hand June 30, 1906. Manufactured. | Sold Manufactured. | | | | |
| Thomas Ogilvy | N. E. 26 & 34 28 5 5. | Steam | 30 1901 | Spruce. | Dog Pond | | Feet. | | " | Dec. 31, 1906. | 2 | 1159 |
| | | | | | | | On hand June 30, 1906. Manufactured. | Sold Manufactured. | | | | |
| Wm. Rutherford | 10 S. 31. | Steam | 1905 | Spruce and pine. | 10 S 31 | | 54,000 | | " | Dec. 31, 1906. | 2 | 1027 |
| | | | | | | | On hand June 30, 1906. Manufactured. | Sold Manufactured. | | | | |
| James & Ouelbine | Didsbury | Steam | 30 1905 | Spruce and pine. | Little Red Deer | | 297,961 | | " | Dec. 31, 1906. | 2 | 1177 |
| | | | | | | | On hand June 30, 1906. Manufactured. | Sold Manufactured. | | | | |
| | | | | | | | 271,961 | | | | | |
| | | | | | | | 257,834 | | | | | |
| | | | | | | | 14,127 | | | | | |

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SCHEDULE C.

General office return of the Calgary Crown Timber Office for the nine months ending March 31, 1907.

| Name. | Number. | Increase. | Decrease. | Remarks. |
|--|---------|-----------|-----------|-----------------------|
| Letters received..... | 28,861 | ..... | 1,226 | Including Dom. Lands. |
| Letters written..... | 20,011 | ..... | 9,738 | " " |
| Permits issued subject to dues | 30 | ..... | 3 | |
| Free permits issued | 657 | ..... | 233 | |
| Mill returns received and verified. | 23 | ..... | 38 | |

No. 26.

REPORT OF THE CROWN TIMBER AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

EDMONTON, ALBERTA, April 2, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith schedules 'A' and 'B,' relating to the work of the Timber and Mines Branch of this agency for the nine months ending March 31, 1907.

The total amount cut in board measure by berth owners was 11,043,366 feet, by the returns received to date, which, when all the returns are in, will likely be increased to 17,500,000 feet board measure according to an estimate made by Chief Forest Ranger Margach.

Owing to the great depth of snow the portable mill cut will not exceed 12,000,000 feet board measure.

The average price at which the lumber was sold at the mills would be \$17.50 per thousand feet board measure.

I have the honour to be, sir,

Your obedient servant,

A. G. HARRISON,

Crown Timber Agent.

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SCHEDULE B.

RETURNS of Saw-mills operating in Edmonton-Crowa Timber Agency under Government License during the year ending March 31, 1907.

| Name of Owner. | Where Situated. | Kind of Power. | No. of Horse Power. | Operations began. | Logs Cut on Limit No. | Lumber Manufactured in Period. | Timber Sold in Period. | Date of Last Return. | Kind of Timber. | Lath Manufactured. | Lath Sold. |
|----------------------------------|------------------------|----------------|---------------------|-------------------|-----------------------|--------------------------------|------------------------|----------------------|-----------------|--------------------|------------|
| D. R. Fraser & Co. | Edmonton. | Steam | 150 | 1809 | 788 | B. M. | B. M. | Dec. 31, '06. | Spruce | | |
| " | " | " | 150 | 1905 | 812 | Nil. | 681,531 | Mar. 31, '06. | " | | |
| " | " | " | " | " | 1,150 | Nil. | Nil. | " 31, '07 | " | | |
| John Walter | Strathcona. | " | " | 1900 | 864 | 884,518 | 884,518 | Dec. 31, '06. | Spruce | | |
| " | " | " | " | 1906 | 1,140 | 523,427 | 231,251 | " 31, '06. | " | | |
| " | " | " | " | 1906 | 1,163 | 1,619,833 | 1,619,833 | " 31, '06. | " | | |
| " | " | " | " | " | 1,196 | Nil. | Nil. | " 31, '06. | " | | |
| " | " | " | " | " | L. 33 | " | " | " 31, '06. | " | | |
| " | " | " | " | " | 1,287 | " | " | " 31, '06. | " | | |
| " | " | " | " | " | 1,288 | " | " | " 31, '06. | " | | |
| " | " | " | " | " | 1,289 | " | " | " 31, '06. | " | | |
| D. R. Fraser & Co. & John Walter | Edmonton & Strathcona. | Steam | " | " | 1,111 | Nil. | Nil. | Sept. 30, '06. | " | | |
| " | " | " | " | 1900 | 9 Blk 5 & 6 | 2,642,040 | 3,193,426 | Dec. 31, '06. | Spruce | 105,000 | 105,000 |
| " | " | " | " | " | 1,008 | 195,593 | 195,593 | " 31, '06. | " | | |
| " | " | " | " | " | 1,091 | Nil. | Nil. | Sept. 30, '06. | " | | |
| " | " | " | " | " | 1,160 | " | " | Dec. 31, '06. | " | | |
| " | " | " | " | " | 302 | " | " | " 31, '06. | " | | |
| " | " | " | " | " | 1,161 | " | " | Sept. 30, '06. | " | | |
| " | " | " | " | " | 1,211 | " | " | Dec. 31, '06. | " | | |
| " | " | " | " | " | 887 | 870,000 | 650,000 | " 31, '06. | Spruce | | |
| Peering Implement Co. | Stony Plain. | Steam | " | 1900 | 919 | 478,392 | 178,392 | Sept. 30, '06. | " | 25,000 | 25,000 |
| North West Lumber Co. | Ponoka. | " | 100 | 1901 | 1,042 | 60,000 | 96,258 | Mar. 31, '07. | " | | |
| Hugh McPhee. | Spruce Grove. | " | " | 1903 | 849 | Nil. | Nil. | " 31, '07. | " | | |
| J. A. Powell. | Half Moon Lake. | " | " | 1903 | 955 | Nil. | Nil. | Dec. 31, '06. | " | | |
| Edmonton Lumber Co. | Edmonton. | " | " | " | 962 | " | " | " 31, '06. | " | | |
| " | " | " | " | " | 963 | " | " | " 31, '06. | " | | |
| " | " | " | " | " | 968 | " | " | " 31, '06. | " | | |

7-8 EDWARD VII., A. 1908

SCHEDULE B.—Continued.
 RETURNS of Saw mills operating in Edmonton Crown Timber Agency under Government License during the year
 ending March 31, 1907.—Continued.

| Name of Owner. | Where situated. | Kind of Power. | No. of Horse Power. | Operations began. | Logs Cut on Limit No. | Lumber Manufactured in Period. | Lumber Sold in Period. | Date of last Return. | Kind of Timber. | Lath Manufactured. | Lath Sold. |
|---------------------|--------------------|----------------|---------------------|-------------------|-----------------------|--------------------------------|------------------------|----------------------|-----------------|--------------------|------------|
| Edmonton Lumber Co. | Edmonton. | | | | 970 | Nil. | Nil. | Dec. 31, 06 | | | |
| " | " | | | | 971 | " | " | " 31, 06 | | | |
| " | " | | | | 972 | " | " | " 31, 06 | | | |
| " | " | | | | 1,007 | " | " | " 31, 06 | | | |
| " | " | | | | 1,000 | " | " | " 31, 06 | | | |
| " | " | | | | 1,202 | " | " | " 31, 06 | | | |
| " | " | | | | 1,201 | 262,612 | 226,614 | " 31, 06 | Spruce | | |
| " | " | | | | 1,101 | 91,540 | 81,580 | " 31, 06 | " | | |
| " | " | | | | 1,082 | Nil. | Nil. | " 31, 06 | " | | |
| " | " | | | | 1,088 | " | " | " 31, 06 | " | | |
| " | " | | | | 1,125 | " | " | " 31, 06 | " | | |
| " | " | | | | 1,136 | " | " | " 31, 06 | " | | |
| " | " | | | | 1,262 | " | " | " 31, 06 | " | | |
| " | " | | | | 1,020 | " | " | " 31, 06 | " | | |
| W. S. Dwinell. | Fort Saskatchewan. | Steam | 1901 | | 356 | 2,295,929 | 2,295,929 | Dec. 31, 06 | Spruce | 411,000 | 141,000 |
| J. F. Woodstonlaugh | Pondoka. | " | 100 | 1901 | 1,019 | 617,692 | 398,874 | " 31, 06 | " | 177,500 | 137,500 |
| Blain & McKelvey | " | " | 100 | 1903 | 1,022 | Nil. | Nil. | " 31, 06 | " | | |
| " | " | " | | 1905 | 1,190 | 311,000 | 311,000 | " 31, 06 | " | 72,500 | 72,500 |
| " | " | " | | | 1,273 | " | " | " 31, 06 | " | | |
| Imperial Pulp Co. | " | " | | | 1,031 | Nil. | Nil. | Dec. 18, 06 | | | |
| " | " | " | | | 1,052 | " | " | " 18, 06 | | | |
| " | " | " | | | 1,058 | " | " | " 18, 06 | | | |
| " | " | " | | | 1,097 | " | " | " 18, 06 | | | |
| " | " | " | | | 1,098 | Nil. | Nil. | June 30, 06 | | | |
| McDonald & Frith. | " | " | | | 1,010 | " | " | " 30, 06 | | | |
| T. A. Burrows | " | " | | | 1,016 | " | " | " 30, 06 | | | |
| " | " | " | | | 1,039 | " | " | " 30, 06 | | | |
| " | " | " | | | 1,033 | " | " | " 30, 06 | | | |
| " | " | " | | | 1,091 | " | " | " 30, 06 | | | |
| " | " | " | | | 1,068 | " | " | " 30, 06 | | | |
| " | " | " | | | 1,191 | " | " | " 30, 06 | | | |
| " | " | " | | | 1,192 | " | " | " 30, 06 | | | |

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| | | | | | | | |
|--|--------------|------|-------|---------|---------|-----------------------|---------|
| W. B. McPherson..... | Bentley..... | 1903 | 1,065 | 157,780 | 153,302 | Dec. 31, '06.. Spruce | |
| N. S. Edgar..... | " | " | 1,076 | Nil | Nil | Sept. 30, '06. | |
| Mutchenbacher Bros..... | " | " | 1,087 | " | " | " 31, '06. | |
| R. T. Telford..... | " | " | 1,084 | " | " | Sept. 30, '06. | |
| Cushing & Deering..... | " | " | 1,096 | " | " | Dec. 31, '06. | |
| " | " | " | 1,092 | " | " | " 31, '06. | |
| " | " | " | 1,095 | " | " | " 31, '06. | |
| D. E. Noyes & Sons..... | " | " | 1,109 | " | " | " 31, '06. | |
| A. W. Fraser..... | " | " | 1,122 | " | " | Sept. 30, '06. | |
| Edmond Lyons..... | " | 1905 | 1,131 | " | 394,711 | " 30, '06. | |
| J. J. Anderson..... | " | 1906 | 1,185 | " | Nil | Dec. 31, '06. | |
| Arthur Mowatt..... | " | " | 1,199 | " | " | June 30, '06. | |
| Huff & Carter..... | " | " | 1,213 | Nil | Nil | July 30, '05. | *54,124 |
| " | " | " | 1,219 | " | " | " 30, '06. | *7,682 |
| J. A. Bradley..... | " | " | 1,214 | " | " | " | |
| D. H. McDonald..... | " | " | 1,216 | " | " | June 30, '06. | |
| Wm. Humbertstone..... | " | " | 1,232 | Nil | Nil | Dec. 31, '06. | |
| " | " | " | 1,235 | " | " | " 31, '06. | |
| " | " | " | 1,293 | " | " | " | |
| R. Blackburn..... | " | " | 1,238 | " | " | June 30, '06. | |
| Ritchie & Walter..... | " | " | 1,234 | Nil | Nil | Dec. 31, '06. | |
| T. O. Davis..... | " | " | 1,231 | " | " | " | |
| " | " | " | 1,270 | " | " | " | |
| " | " | " | 1,301 | " | " | " | |
| J. W. Stewart..... | " | " | 1,221 | " | " | Sept. 30, '05. | |
| " | " | " | 1,222 | " | " | " 30, '05. | |
| " | " | " | 1,223 | " | " | " 30, '05. | |
| " | " | " | 1,224 | " | " | " | |
| " | " | " | 1,225 | " | " | " | |
| " | " | " | 1,226 | " | " | " | |
| " | " | " | 1,220 | " | " | " | |
| E. J. Elliott..... | " | " | 1,272 | " | " | " | |
| C. W. Sealey..... | " | " | 1,269 | " | " | " | |
| Jas. Smith..... | " | " | 1,279 | " | " | " | |
| J. M. Blain..... | " | " | 1,294 | " | " | " | |
| T. O. Davis..... | " | " | 1,301 | " | " | " | |
| W. A. Charlton..... | " | " | 1,206 | " | " | " | |
| D. R. Fraser & Co..... | " | " | 1,306 | " | " | " | |
| J. A. L. McDougall, part berth..... | " | " | 1,309 | " | " | " | |
| Dr. H. L. McGinnis, part berth..... | " | " | 1,308 | " | " | " | |
| H. Meyer, part berth..... | " | " | 1,297 | " | " | " | |
| R. J. Ferguson, part berth..... | " | " | 1,328 | " | " | " | |
| J. H. Wood..... | " | " | | " | " | " | |

* Railway ties.

SCHEDULE B—*Concluded.*

Returns of Saw-mills Operating in Edmonton Crown Timber Agency under Government License during the year ending March 31, 1907—*Concluded.*

| Name of Owner | Where Situated. | Kind of Power. | No. of Horse Power. | Operations began. | Logs Cut on License No. | Lumber Manufactured in Period. | Lumber Sold in Period. | Date of last Return. | Kind of Timber. | Lath Manufactured. | Lath Sold. |
|---|-----------------|----------------|---------------------|-------------------|-------------------------|--------------------------------|------------------------|----------------------|-----------------|--------------------|--------------------|
| Isaac Gagnon, part berth. F. C. Fapineau " | | | | | | B.M. | B.M. | | | | |
| Totals | | | | | | 11,43,366 | 11,824,812 | | | 821,000 *61,756 | 781,000 *61,756 |

BELOW ARE RETURNS MADE OF LUMBER MANUFACTURED IN 1906, BUT THE RETURNS WERE RECEIVED TOO LATE TO BE INCLUDED IN THE ANNUAL REPORT OF THAT YEAR.

| | | | | | | | | | | | |
|-------------------------------------|--------------|--|--|-------------|---------|---------|----------------|--|--|--|--|
| D. R. Fraser & Co. & John Walter | Edmonton | | | 91blks. 5x6 | N/L | 729,080 | Mar. 31, '06. | | | | |
| Deering Implement Co. | Stony Plain. | | | 887 | 409,000 | 359,000 | April 19, '06. | | | | |
| W. B. McPherson | Bentley | | | 1,065 | 11,300 | 83,919 | June 30, '06 | | | | |

* Railway ties.

A. G. HARRISON,
Crown Timber Agent.

SESSIONAL PAPER No. 25

No. 27.

REPORT OF THE CROWN TIMBER AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

PRINCE ALBERT, SASKATCHEWAN, April 11, 1907.

The Commissioner of Dominion Lands,

Ottawa, Ont.

SIR,—I have the honour to inclose herewith the following statements for the nine months ending March 31, 1907.

Schedule 'A,' statement of receipts on account of Crown timber, grazing, mining and hay.

Schedule 'B,' statement showing saw-mills operating under government license.

Schedule 'C,' statement showing general work during the nine months.

Your obedient servant,

R. S. COOK,

Crown Timber Agent.

SCHEDULE A.

STATEMENT of receipts, Crown Timber Office, Prince Albert, for nine months ending March 31, 1907.

| Month. | Bonus. | Ground Rent. | Royalty. | Permit Dues. | Seizure Dues. | Timber, Grazing and Hay School Lands. | Grazing and Hay Dominion Lands. | Total. |
|-------------------------|--------|--------------|-----------|--------------|---------------|---------------------------------------|---------------------------------|-----------|
| | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. |
| 1906. | | | | | | | | |
| July | | | 4,472 04 | 36 68 | 240 25 | 55 20 | 40 40 | 4,844 57 |
| August | | | 61 32 | 372 10 | 92 50 | 5 50 | 50 50 | 581 92 |
| September | | 42 98 | 2,048 34 | 6 50 | 117 19 | 6 59 | 3 20 | 2,224 71 |
| October | | | 4,516 40 | 1,105 92 | 7 45 | | | 5,629 77 |
| November | | | 881 97 | 366 25 | 1 40 | 2 75 | | 1,255 37 |
| December | | 6 19 | 4 37 | 1,168 00 | 20 00 | 55 60 | | 1,254 16 |
| 1907. | | | | | | | | |
| January | | 51 | 3,501 61 | 1,990 22 | 23 35 | 27 60 | | 5,543 29 |
| February | | | 561 23 | 1,029 30 | 382 08 | 44 80 | | 2,017 41 |
| March | | 351 90 | 3 13 | 508 38 | 307 50 | 42 10 | | 1,213 01 |
| | | 401 58 | 16,053 41 | 6,583 35 | 1,191 72 | 240 05 | 94 10 | 24,564 21 |
| Paid at Head Office.... | 25 00 | 416 67 | | | 6 00 | | | 447 67 |
| | | | | | | | | 25,011 88 |

R. S. COOK,

Crown Timber Agent.

CROWN TIMBER OFFICE,

PRINCE ALBERT, April 5, 1907.

SCHEDULE B.
STATEMENT showing Saw-mills in the Prince Albert district operating under Government License during the nine months ending March 31, 1907.

| Name of Owner. | Horse-power and kind. | Capacity per 10 hours. | Commenced operations. | Description of timber. | Where cut. | Lumber. | | Lath. | | Date of last return. |
|--|-----------------------|------------------------|-----------------------|--|------------------------------------|---------------------|---------------------|-----------------|-----------------|----------------------|
| | | | | | | Manufact'd. | Sold. | Manufact'd. | Sold. | |
| The Prince Albert Lbr. Co. (Successor to <i>Thford Lbr. Co.</i>) | Steam. 1,200 H.P. | 160,000 1905 | 1905 | Spruce, On Sturgeon and Little Red rivers. | On Sturgeon and Little Red rivers. | Feet. 11,914,432 | Feet. 11,589,268 | M. 2,749,606 | M. 2,471,200 | Mar. 31, 1907. |
| Wm. Cowan & Co. | 45 " | 30,000 1890 | " | " | On Little Red river. | 3,180,522 | 3,396,849 | 319,750 | 270,350 | " 1907. |
| Jas. H. Sanderson | 225 " | 30,000 1888 | " | " | On Sturgeon river. | 2,777,456 | 2,897,096 | 481,500 | 487,400 | " 1907. |
| " | " | " | " | " | 1299 | 523,038 | 523,038 | | | |
| (Permit berth) | | | | | | | | | | |
| The Sturgeon Lake Lbr. Co. | 200 " | 35,000 1899 | " | " | North of Sturgeon lake. | 3,957,916 | 4,091,291 | 836,070 | 100,650 | " 1907. |
| The Saskatchewan Lbr. Co. | 250 " | 35,000 1905 | " | " | Cracked river | 3,652,302 | 3,563,632 | 728,800 | 583,180 | " 1907. |
| | | | | | | 28,884,166 | 23,024,474 | 5,415,700 | 3,613,080 | |

R. S. COOK,
Crown Timber Agent.

CROWN TIMBER OFFICE,
 PRINCE ALBERT, April 5, 1907.

SESSIONAL PAPER No. 25

SCHEDULE C.

General return of the Crown Timber Office, Prince Albert, for the nine months ending March 31, 1907.

| | |
|---------------------------------|-------|
| Timber permits issued.. | 1,073 |
| Hay permits issued.. | 33 |
| Timber seizures.. | 41 |
| Mill returns received.. | 125 |

Revenue nine months 1906. \$13,851.90; 1907, \$24,564.21; increase, \$10,712.31.

No. 28.

REPORT OF THE CROWN TIMBER AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
 DOMINION LANDS AND CROWN TIMBER OFFICE,
 NEW WESTMINSTER, B.C., June 6, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my report for the nine months ending March 31, 1907. The receipts in this office for said period amounted to \$25,366.21, to which should be added amounts collected at head office during the period in question.

I also inclose herewith schedule of mills situated in the Dominion Railway Belt in the province of British Columbia, which gives the usual statistics respecting the timber trade.

I am pleased to be able to say that the lumber business in this province is in a flourishing condition. It would be impossible for me to make a comparison with last year's business, owing to the fact that this report only covers nine months.

I may say that we have been successful in preventing forest fires during the last season, there being a very small portion of merchantable timber destroyed. Having had a very dry spring, we have had considerable fires occur, but none of them have done any damage, owing to the efforts put forth by the fire rangers in subduing them.

Your obedient servant,

JAMES LEAMY,
Crown Timber Agent.

7-8 EDWARD VII., A. 1908

SCHEDULE A.

STATEMENT of Receipts of New Westminster Crown Timber Agency, for the fiscal nine months ended March 31, 1907.

| Month. | Bonus. | Rent. | Royalty. | Permit. | Seizures. | Fire Tax. | Total. |
|---------------------|------------|----------|-----------|----------|-----------|-----------|------------|
| 1906. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. |
| July..... | | 115 76 | 3,350 71 | 81 95 | | | 3,548 42 |
| August..... | | 576 87 | 1,454 19 | | | | 2,031 06 |
| September..... | | 30 00 | 2,761 86 | 250 25 | | | 3,042 11 |
| October..... | | 242 23 | 2,640 00 | 650 80 | | | 3,533 03 |
| November..... | | 10 86 | 4,770 20 | 239 72 | 50 50 | | 5,071 28 |
| December..... | | | 1,351 85 | 190 86 | 55 00 | 4 14 | 1,601 85 |
| 1907. | | | | | | | |
| January..... | | 10 87 | 5,256 82 | 236 00 | | | 5,503 69 |
| February..... | | 136 36 | 433 69 | 103 25 | | | 673 30 |
| March..... | | 40 06 | 130 31 | 55 25 | 135 85 | | 361 47 |
| Paid at Ottawa..... | | 1,163 01 | 22,149 63 | 1,808 08 | 241 35 | 4 14 | 25,366 21 |
| wa..... | 155,641 45 | 4,165 28 | | | | | 159,806 73 |
| Totals.... | 155,641 45 | 5,328 29 | 22,149 63 | 1,808 08 | 241 35 | 4 14 | 185,172 94 |

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SCHEDULE B.—Continued.
List of Mills operating in Dominion Railway Belt in British Columbia, &c.—Continued.

| Name of Owner. | Quantity of shingle bolts manufactured. | | Quantity of shingle bolts sold out of quantity manufactured, and quantity on hand from previous year. | | Quantity of shingle bolts on hand. | | Quantity of lath manufactured. | | Quantity of lath sold. | | Quantity of lath on hand. | | Quantity of railway ties manufactured. | | Quantity of railway ties sold. | | Quantity of railway ties on hand. | | No. of mill returns received. | Date of last return. |
|----------------------------------|---|------|---|------|------------------------------------|------|--------------------------------|---------|------------------------|---------|---------------------------|---------|--|--------|--------------------------------|--------|-----------------------------------|------|-------------------------------|----------------------|
| | Cords. | Nil. | Cords. | Nil. | Cords. | Nil. | M. | M. | M. | M. | Pieces. | Nil. | Pieces. | Nil. | Pieces. | Nil. | Pieces. | Nil. | | |
| Palliser Lumber Co. | Nil. | | Nil. | | Nil. | | 71,500 | 71,500 | 71,500 | Nil. | Nil. | Nil. | 154 | 154 | 154 | 154 | Nil. | Nil. | 4 | March 31, 1907 |
| Columbia River Lumber Co. | " | | " | | " | | Nil. | Nil. | Nil. | Nil. | " | " | 21,098 | 21,098 | 21,098 | 21,098 | " | " | 4 | " 31, 1907 |
| " | " | | " | | " | | " | " | " | " | " | " | 9,179 | 9,179 | 9,179 | 9,179 | " | " | 4 | " 31, 1907 |
| " | " | | " | | " | | " | " | " | " | " | " | 9,610 | 9,610 | 9,610 | 9,610 | " | " | 4 | " 31, 1907 |
| " | " | | " | | " | | " | " | " | " | " | " | Nil. | Nil. | Nil. | Nil. | " | " | 4 | " 31, 1907 |
| Yale-Columbia Lumber Co. | " | | " | | " | | Nil. | 332,500 | 332,500 | Nil. | 208,300 | 208,300 | Nil. | Nil. | Nil. | Nil. | " | " | 4 | Dec. 31, 1906 |
| " | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| Rowman Lumber Co. | 986 | | " | 979 | " | 40 | " | " | " | " | " | " | " | " | " | " | " | " | 3 | March 31, 1907 |
| Fred. Robinson Lumber Co. | Nil. | | Nil. | | Nil. | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | Dec. 31, 1906 |
| Harrison River Mills T. & T. Co. | 4,663 | | 5,230 | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| E. H. Heaps & Co. | 560 | | 560 | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| Brumette Saw Mill Co. | 560 | | 560 | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | March 31, 1907 |
| B.C. Mills T. & T. Co. | Nil. | | Nil. | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | March 31, 1907 |
| " | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | " 31, 1907 |
| " | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | " 31, 1907 |
| Grant & Kerr | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | " 31, 1907 |
| Hastings Shingle Mfg. Co. | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | Dec. 31, 1906 |
| G. G. Farrer | 2,027 | | 2,027 | | 300 | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| K. Mikuni | 522 | | 643 | | Nil. | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| Vanconver Power Co. | Nil. | | Nil. | | 173 | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | March 31, 1907 |
| Big Bend Lumber Co. | Nil. | | Nil. | | 400 | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | " 31, 1907 |
| Arrowhead Lumber Co. | " | | " | | Nil. | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | Dec. 31, 1906 |
| W. H. Pratt | " | | " | | 18 | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| Lamb-Watson Lumber Co. | " | | Nil. | | Nil. | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | March 31, 1907 |
| Stuall & Bucklin | " | | Nil. | | 15 | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | " 31, 1907 |
| Three Valley Lumber Co. | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | " 31, 1907 |
| Rothley Lumber Co. | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | Dec. 31, 1906 |
| Fraser River Lumber Co. | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| Manitoba Lumber Co. | " | | " | | 425 | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| Fraser River Saw Mill Co. | " | | " | | Nil. | | " | " | " | " | " | " | " | " | " | " | " | " | 4 | March 31, 1907 |
| Abbotsford Lumber Co. | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | Dec. 31, 1906 |
| Crafts & Lee | " | | " | | " | | " | " | " | " | " | " | " | " | " | " | " | " | 3 | " 31, 1906 |
| | 8,698 | | 9,454 | | 1,200 ¹ | | 71,500 | 401,000 | 401,000 | 208,300 | 208,300 | 44,588 | 44,588 | 44,588 | 44,588 | 44,588 | Nil. | Nil. | 105 | |

No. 29.

REPORT OF THE CROWN TIMBER AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
WINNIPEG, MANITOBA, July 9, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report upon the Timber, Mines and Grazing Branch of the department for the nine months ending March 31, 1907.

Appended thereto are statements showing the amount of revenue collected, classified according to returns forwarded during the period to head office, also giving a list of the saw-mills operating under license and permit and the amount of timber products manufactured, sold and on hand in connection with each, respectively.

The total amount of revenue collected on account of this branch amounts to \$92,859.37.

LUMBER SALES.

From carefully compiled returns made up from particulars obtained from our office records and from wholesale and retail dealers and the Department of Customs at Ottawa, the sales of lumber in the Winnipeg timber district during the period covered by this report amount to 259,085,911 feet B.M., made up as follows:—

From province of Ontario west of Lake Superior—

| | |
|--|------------|
| From Canadian logs. | 57,000,000 |
| From American logs. | 51,000,000 |
| From province of British Columbia. | 90,000,000 |
| Imported from United States. | 11,642,941 |
| From mills operating under Dominion license. | 37,442,970 |
| From mills operating under Dominion permit. | 12,000,000 |

Total. 259,085,911

Owing to the active demand for lumber material and shortage in supply, prices were increased and to-day stand higher than at any time during the past twenty-five years. For purposes of comparison I give hereunder the selling price of the different classes of lumber during the year ended June 30, 1906, with that for the nine months ending March 31, 1907.

| | 1906. | 1907. |
|---------------------------------------|--------------------|--------------------|
| Pine, Cedar and Fir— | | |
| Dimension lumber. | \$20 00 to \$26 00 | \$23 00 to \$30 00 |
| Fir for interior finishing. | 30 00 " 40 00 | 40 00 " 50 00 |
| Flooring, siding and ceiling. | 25 00 " 33 00 | 35 00 " 45 00 |
| Ship lap and common boards. | 18 00 " 23 00 | 23 00 " 26 00 |
| Spruce— | | |
| Dimension lumber. | 18 00 " 20 00 | 22 00 " 28 00 |
| Siding, flooring and ceiling. | 20 00 " 22 00 | 23 00 " 28 00 |
| Ship lap and common boards. | 17 00 " 20 00 | 20 00 " 26 00 |
| Lath. | 3 25 " 4 25 | 4 00 " 5 00 |
| Shingles. | 2 00 " 2 85 | 3 35 " 3 75 |

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FUEL.

The figures given hereunder give approximately the sales of coal and wood during same period.

| | 1905-6. | 1906-7. |
|--------------------------|---------|---------|
| | Tons. | Tons. |
| American anthracite..... | 58,000 | 115,000 |
| American bituminous..... | 60,000 | 105,000 |
| Canadian anthracite..... | 8,000 | 49,000 |
| Canadian bituminous..... | 93,600 | 62,200 |
| Canadian lignite..... | 96,126 | 68,796 |
| Total..... | 315,126 | 390,996 |

These figures are exclusive of coal used in connection with the operations of the railroads.

The following retail prices were obtained at Winnipeg:—

| | 1905-6. | 1906-7. |
|--------------------------|--------------|--------------------|
| American anthracite..... | \$10 50 | \$10 50 to \$11 00 |
| American bituminous..... | 7 00 to 8 50 | 8 00 " 9 00 |
| Canadian anthracite..... | 10 00 | 10 00 |
| Canadian bituminous..... | 7 00 " 8 50 | 8 00 " 9 00 |
| Canadian lignite..... | 4 50 " 5 00 | 5 00 |

CORDWOOD.

The sales of cordwood in the city of Winnipeg and town of St. Boniface during the nine months amount to 95,000 cords. The retail price charged per cord was for poplar \$4.50 to \$6.50, spruce and jackpine, from \$6 to \$8, and tamarac from \$7 to \$10.

This wood, excepting 11,462 cords imported from the United States, was principally taken from Dominion and provincial lands under permits.

FOREST FIRES.

The damage to timber resulting from fires in this district was very small.

HAY.

The hay crop of 1906 was excellent. The demand for permits from settlers to cut upon Dominion and school lands was large, amounting to several thousands of tons.

Your obedient servant,

E. F. STEPHENSON,

Crown Timber Agent.

7-8 EDWARD VII., A. 1908

SCHE

SHOWING Quantity of Lumber, &c., Manufactured (and sold) at Saw-Mills Operating
months ending

| Name. | Location of Mill. | Location of Limit. | Lumber manufactured. | Lumber sold. | Lumber on hand. |
|------------------------|----------------------|------------------------|----------------------|--------------|-----------------|
| | | | Ft. | Ft. | Ft. |
| Ashdown & Bossons... | Swan River..... | Swan River..... | 271,721 | 383,212 | 146,320 |
| Theo. A. Burrows..... | Grandview..... | Duck Mountain..... | 8,172,574 | 7,525,186 | 2,568,471 |
| The Bank of Ottawa... | Durban & Mafeking. | Mafeking..... | 778,004 | 2,414,709 | 474,856 |
| Halli Bjornson..... | Icelandic River..... | Icelandic River..... | | 115,000 | |
| The Bank of Toronto.. | Winnipeg..... | Rosseau River..... | 1,577,105 | 2,021,260 | 2,637,043 |
| Jefferson Caverly..... | Woody River..... | Tp. 38, R. 29, W. 1.. | 1,620,600 | 93,000 | 2,330,600 |
| A. W. Fraser..... | Red Deer Lake..... | Etoimami..... | 3,046,279 | 150,300 | 2,895,979 |
| John Hanbury..... | Brandon..... | Duck Mountain..... | 2,826,369 | 3,537,734 | 1,967,710 |
| W. D. Jefferson..... | Tp. 20—R. 1 E 1.... | Lakes W'peg & Man. | 283,921 | 394,452 | 80,000 |
| B. J. Mathews..... | The Narrows..... | Lake Manitoba..... | 195,312 | 70,000 | 125,312 |
| Mutchenbacker Bros... | Mafeking..... | Tp. 35, R. 25 & 26 W 1 | 1,862,848 | | 1,862,848 |
| J. D. McArthur..... | Lac du Bonnet..... | Winnipeg River..... | 1,684,863 | 2,240,175 | 312,502 |
| Peter McArthur..... | Winnipegosis..... | Lake Winnipegosis.. | 1,523,707 | 1,801,682 | 1,072,025 |
| Mackenzie, Mann & Co. | Mistrain..... | Etoimami..... | 1,226,670 | 588,492 | 1,713,071 |
| J. H. McClure..... | Balmoral..... | Tp. 19, R. 2, E. 1.. | 155,000 | 210,000 | 210,340 |
| William Peden..... | Rosburn..... | Riding Mountain... | 194,436 | 213,927 | 20,000 |
| C. G. Pennock..... | | Lake of the Woods.. | | | |
| William Robinson..... | Selkirk..... | Lake Winnipeg..... | 169,126 | 866,237 | |
| Ritchie Bros..... | Ochre River..... | Ochre River..... | | 41,046 | 29,450 |
| Josias Rutley..... | " | " | 174,698 | 175,764 | |
| Red Deer Lumber Co. | Red Deer Lake..... | Eastern Sask..... | 13,724,454 | 6,730,545 | 12,747,932 |
| O. A. Robertson..... | " | " | 2,815,666 | 2,815,666 | |
| Shaw Bros..... | Dauphin..... | Riding Mountain... | 2,982,651 | 3,373,875 | 1,653,374 |
| John Sinnott..... | Grandview..... | Duck Mountain..... | 447,257 | 354,635 | 393,854 |
| Swan River Lum. Co. | Minitonas..... | Tp. 36, R. 24, W. 1.. | | 19,953 | 260,541 |
| James Stuart..... | Bad Throat River... | Lake Winnipeg..... | | 383,773 | |
| J. T. Thomas..... | 10—18—3 E. 1..... | " | 20,000 | 131,145 | |
| A. L. Wills..... | Grindstone Point.... | " | 681,754 | 731,202 | |
| W. J. F. Williams.... | Lake Dauphin..... | Tp 28 & 29 R 17 W 1 | 110,000 | 60,000 | 120,000 |
| | | | 46,545,015 | 37,442,970 | 33,622,228 |

SESSIONAL PAPER No. 25

DULE B.

under Government License in the Winnipeg Crown Timber Agency, for the nine March 31, 1907.

| Shingles manufactured. | Shingles sold. | Shingles on hand. | Lath manufactured. | Lath sold. | Lath on hand. | Remarks. |
|------------------------|----------------|-------------------|--------------------|------------|---------------|--|
| Cds. | Cds. | Cds. | M. | M. | M. | |
| | | | 637,000 | 922,850 | 85,550 | Operated by Durban Lum. Co & Mutchenbacker Bros. |
| | | | | | | Operated by D. E. Sprague. |
| | | | 63,400 | 63,400 | | |
| | | | | | | Cut railway ties only. |
| | | | 6,461,000 | 2,681,600 | 6,686,400 | |
| | | | 246,000 | 246,000 | | Operated by Red Deer Lum. Co. |
| | | | 857,700 | 504,650 | 403,700 | |
| | | | | 52,000 | 72,650 | |
| 60,000 | 60,000 | 90,000 | | | | |
| 60,000 | 60,000 | 90,000 | 8,265,100 | 4,470,500 | 7,250,300 | |

No. 30.

REPORT OF THE COMMISSIONER OF CANADIAN IRRIGATION SURVEYS.

IRRIGATION OFFICE.

CALGARY, ALTA., April 4, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR.—In the spring of 1906 I sent three engineering parties into the field, one in charge of J. F. Hamilton, C.E., to gauge all large rivers and streams and establish gauge rods. During the season Mr. Hamilton gauged some fifty-six streams all told, and established twelve gauge rods in the large streams as follows:—

Bow river above the Canadian Pacific Railway headgates. Fish creek at the L. E. Railway crossing. Sheep river at the railway crossing. Highwood river at traffic bridge. Willow creek at the railway crossing. Old Man river below the railway crossing. Pincher creek at Pincher. Waterton river, section twenty, township five, range twenty-seven, west fourth meridian. Belly river, section thirteen, township three, range twenty-eight, west of the fourth meridian. Waterton river at lakes, section eight, township two, range twenty-nine, west of the fourth meridian. St. Mary's river above Alberta Railway and Irrigation Company's headgates. On all the above gaugings a careful cross-section was made.

The second party was in charge of Mr. P. M. Sauder, with instructions to inspect and report on all the various irrigation schemes which had been authorized and not completed in Southern Alberta, also to gauge all the small streams and make any surveys required by parties purchasing lands under the Irrigation Act. Under those instructions Mr. Sauder made eighty-five inspections and reported on the same to this office and five surveys of land in connection with applications to purchase under the Irrigation Act, and gauged thirty-four streams.

The third party was in charge of Mr. R. J. Burley, with instructions to inspect and report on all the irrigation schemes authorized and not completed in Saskatchewan, also to gauge all small streams and make any surveys that would be required of lands sold under the Irrigation Act. Under those instructions Mr. Burley inspected one hundred and twenty-one irrigation schemes and reported to this office. He also made twenty-three surveys of lands in connection with applications to purchase under the Irrigation Act, and took gaugings of seventeen small streams until the current metre he had went out of order.

During the summer of 1906 I inspected the homestead and irrigation scheme of A. B. & E. Ward at Kamloops, B.C., also a dry lake for W. W. Nichols on section twenty-three, township twenty-six, range two, west of the second meridian, near Yorkton, and in December I inspected a portion of the irrigation scheme of F. P. Aylwin as far as Arrowwood creek, but owing to depth of snow I had to abandon the survey, which I had completed in February last, by Mr. J. F. Hamilton, C.E.

During the past season I inspected the works of the Alberta Railway and Irrigation Company, twice, with reference to their expenditure on enlargement and extensions of their works.

With reference to the inside work of this office since July 1, 1906, there have been 984 communications received and 2,163 sent out, as well as 43 applications for water rights (in duplicate), 263 agreements for the supply and use of water (in quadruplicate), and some 136 gauge rod readings. There have also been some 20 right of way plans examined and compared and recorded.

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For the coming season it is intended to carry out practically the same programme of work in the field as last year and have three parties employed on the same class of work and covering the same territory.

Your obedient servant,

JOHN STEWART,

Commissioner and Chief Engineer of Irrigation.

No. 31.

REPORT OF THE INSPECTOR OF RANCHES.

OFFICE OF THE INSPECTOR OF RANCHES,

CALGARY, ALTA., April 9, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report of the transactions of this office for the fiscal nine months ending March 31, 1907.

During this period 2,105 inspections have been made of grazing leases, stock-watering reserves and applications to purchase, and in the discharge of these duties 6,507 miles have been driven by team and 11,536 miles have been travelled by rail.

The past winter has been unusually severe, and at times it was almost impossible to make progress with the work of inspections. It has been a period of trial, and in some cases the stockmen have suffered severe losses in certain parts, while in other parts the losses have not been above the average.

Owing to the rapid settlement of the country and to the illness of the late W. W. Stuart, Inspector of Ranches, the volume of work in this office had accumulated, but with the valuable assistance of Homestead Inspector J. A. Bannerman since August last, the work is being well brought up to date.

Your obedient servant,

ALBERT HELMER,

Inspector of Ranches.

No. 32.

REPORT OF THE ORDNANCE AND ADMIRALTY LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,

OTTAWA, July 13, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—In compliance with departmental instructions, I have the honour to submit the following report on the work in connection with this branch of the department for the fiscal nine months ending March 31, 1907.

During the period covered by this report there were no sales of ordnance lands held, but with regard to lands previously sold, or held under lease with the right to

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purchase, sixteen whole lots and seven half lots, situated in the several localities mentioned hereunder and in the accompanying statement marked 'A,' have been paid up in full and letters-patent issued therefor:—

1. Edmundston, N.B.—One lot, forming part of the ordnance reserve in this locality, and which was disposed of at a sale of lots held in 1905, for the sum of \$180, was paid up in full and letters-patent issued. The sum of \$90, being the balance of the purchase money, was received within the fiscal nine months.

2. Grand Falls, N.B.—Four lots, forming a portion of the reserve at this point, and which were disposed of at an auction sale of lots held at the town of Grand Falls in 1902 for the sum of \$63.40, have been paid in full and letters-patent issued, the sum of \$27.86, the final payment of the purchase money, having been received during the period covered by this report.

During the autumn of 1906 a small portion of this reserve was surveyed and subdivided into twenty-one town lots, with the view of offering them for sale by public auction at an early date.

3. Nepean.—Two pieces of property, forming part of lot 'L,' concession 'B,' of this township, and which were sold at auction in 1900 for the sum of \$2,178, have been redeemed. The last instalments of purchase money, totalling the sum of \$1,458.90, were received within this fiscal period, and letters-patent have been issued.

The land in this locality is not strictly speaking ordnance land, but is land which was appropriated for the purposes of the Rideau canal, and it being found that the same was not required for the use of the said canal, the property was placed under the control of this department to be sold or leased.

4. Ottawa.—The lots in this locality are held by tenants under the provisions contained in the original lease granted by the Imperial authorities, one of such provisions being that the lessees may at any time, upon payment in cash of the amount of consideration money placed upon these lots, redeem and obtain the Crown patent therefor. During the nine months ending March 31, last, five whole and seven half lots have been redeemed and letters-patent issued. The total amount of consideration money received for these lots was \$1,388.24.

5. Point Pelee.—The naval reserve at this point was handed over to Canada upon the understanding that it was not to be disposed of without the consent of the Lords Commissioners of the Admiralty: but the squatters who, at the time of the transfer, occupied portions of this reserve, were permitted to acquire title from the government of Canada for such portions as they actually occupied as holdings, upon payment at the rate of \$1 per acre plus their proportionate cost of survey. One of these squatters, who occupied a small piece of land (.48 of an acre), and who had not taken advantage of the privilege, recently made application to secure title for his holding, and upon payment of the sum fixed, together with interest thereon since 1891, letters-patent were issued in his favour.

6. Quebec.—Two lots, forming part of the ordnance property in this locality known as the 'Cove Field,' and which were sold in 1900 for the sum of \$1,200, have been fully paid for and letters-patent issued. The balance of the purchase price amounting to \$240, was received within the fiscal nine months.

7. Sorel.—Under the authority of an order in council dated September 11, 1906, and in accordance with the provisions of the Act 23 Victoria, chapter 2, section 14, an additional free grant of 4.30 acres of land was made to the Fabrique de St. Joseph de Sorel for the purpose of enlarging the cemetery. The land so granted formed part of block 'A' of the ordnance reserve known as 'The Pointe,' opposite the town of Sorel. This additional grant, together with a similar one made in 1883, makes up a total area of 10 acres, the quantity of land which the above cited Act empowers the Governor General in Council to set apart for public purposes.

The following statements are appended:—

A.—Statement showing number of lots redeemed, the amount for which such lots were previously sold, and the balance of purchase money received during the fiscal nine months ending March 31, 1907.

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B.—Statement showing the several localities where ordnance lands are situated on account of which moneys have been received during the fiscal nine months ending March 31, 1907, the net revenue derived from these lands during the period mentioned being \$6,662.90.

C.—Statement showing the amount received each month of fiscal period covered by this report, classified as fees, rent or interest equal to rent, and principal.

D.—Statement showing the amount due and unpaid on account of instalments of purchase money and rent or interest, the total amount shown to be due and unpaid being \$61,020.06.

In the month of September, 1891, the War Office authorities sent out to Canada a large number of maps, plans, and records relating to the ordnance and military properties in Canada. Some of these plans and records were handed over to the Department of Militia and Defence; by far the greater number, however, remained in the custody of this department. But owing to insufficient accommodation in this department for the proper protection and classification of these valuable historic records it was decided to transfer most of them to the Dominion Archives, which was accordingly done. Those retained among the records of this department relate to properties the control and management of which are still vested in this branch.

The correspondence and other routine work in connection with this branch of the department has noticeably increased during the fiscal nine months covered by this report. During that period 247 letters have been received and registered, 250 letters written and copied and 38 reports prepared dealing with various properties; 175 accounts have been prepared and mailed to the respective purchasers and tenants of ordnance lands. The office cash book has been carefully kept; the monthly statement book entered up and a return made to the accountant of the department each month; likewise the accounts open in the ledgers of this branch have been regularly and carefully posted.

During the same period 23 draft letters-patent have been prepared, being an increase of 3 over the preceding twelve months, and 14 assignments examined and registered in the books of this branch, an increase of 1 over the previous fiscal year.

In addition to the foregoing report upon the work in connection with the Ordnance Lands Branch, I beg to submit the following report on the work carried on in connection with the orders in council passed from time to time relative to the administration of this department in all its branches. The importance and necessity of having a complete record of all the orders in council relating to and affecting in any way the rules and regulations governing this department must be very apparent. Instructions were accordingly issued requiring that a complete set of the orders in council passed each year should be recorded, copied, printed, indexed and bound for convenience of departmental reference and for the purpose of forming what might be considered one of the most valuable of the departmental records.

When the duties pertaining to this work were intrusted to me, I found that the bound volumes of orders were considerably in arrears. These I have been endeavouring to bring up to date, with the result that volumes for two years, namely 1901 and 1902 have been completed within the fiscal nine months. This makes a total of six volumes of these orders in council which have been got out since I took charge of this work.

All the orders in council relating to this department are recorded in this office, copies of same made and carefully compared, and a supply of printed copies obtained and filed for the use of the various branches of the department to which these orders respectively relate.

Copies are also made and requisitions issued on the King's Printer for the publication in the *Canada Gazette* and also in the *British Columbia Gazette* (in the latter only when such orders relate to the administration of the regulations governing lands in the Railway Belt). Returns of these gazetted orders in council are made to both

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houses of parliament within the first fifteen days after the opening of each session of parliament.

I have the honour to be, sir,

Your obedient servant,

JOS. P. DUNNE.

Clerk in charge of Ordnance and Admiralty Lands Branch.

A.—STATEMENT showing number of Lots redeemed, the amount for which such lots were previously sold and the balance of purchase money received during the fiscal nine months ending March 31, 1907.

| Locality. | Number of Lots Redeemed. | Amount of Purchase or Consideration Money. | Amount received on account during the Fiscal Nine Months. | Remarks. |
|-----------------------|------------------------------|--|---|----------------------------|
| | | § cts. | § cts. | |
| Edmundston | 1 lot | 180 00 | 90 00 | Balance of purchase money. |
| Grand Falls | 4 lots | 63 40 | 28 50 | " " |
| Nepean | 2 " | 2,178 00 | 1,583 80 | " " |
| Ottawa | 5 " and 7 $\frac{1}{2}$ lots | 1,388 24 | 1,388 24 | Consideration money. |
| Point Pelee | 1 lot | 48 | 48 | Purchase price. |
| Quebec | 2 lots | 1,200 00 | 240 00 | Balance of purchase money. |
| Sorel | 4-30 acres | Nil. | Nil. | Free grant. |
| Total | | 5,010 12 | 3,331 02 | |

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

SESSIONAL PAPER No. 25

B.—STATEMENT showing the several localities on account of which moneys have been received during the fiscal nine months ending March 31, 1907.

| Locality. | Amount. |
|------------------------|----------|
| | \$ cts. |
| Amherstburg..... | 4 00 |
| Burlington Beach..... | 100 00 |
| Chambly..... | 508 38 |
| Charlottetville..... | 18 31 |
| Edmundston..... | 137 75 |
| Elmsley..... | 10 80 |
| Fort Cumberland..... | 40 00 |
| Fort Erie..... | 24 00 |
| Grand Falls..... | 297 08 |
| Grenville..... | 4 40 |
| Kingston..... | 224 00 |
| Longueuil..... | 234 00 |
| Montreal..... | 1 00 |
| Nepean..... | 1,583 80 |
| Niagara..... | 10 00 |
| Oromocto..... | 50 |
| Ottawa..... | 2,116 87 |
| Owen Sound..... | 98 00 |
| Point Pelee..... | 5 56 |
| Prescott..... | 2 00 |
| Quebec..... | 990 75 |
| Sarnia..... | 40 00 |
| Shelbourne..... | 60 00 |
| Simcoe..... | 4 00 |
| Sorel..... | 4 00 |
| Wolford..... | 105 80 |
| Registration Fees..... | 48 90 |
| | 6,663 90 |
| LESS—Refund..... | 1 00 |
| Total..... | 6,662 90 |

JOS. P. DUNNE,
Clerk in charge of Ordnance and Admiralty Lands Branch.

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C.—STATEMENT of receipts on account of Ordnance and Admiralty Lands for each of the fiscal nine months ending March 31, 1907.

| Month. | Fees. | Rent or Interest. | Principal. | Total. |
|---|---------|-------------------------|------------|----------|
| 1906. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July..... | 8 00 | 62 93 | 105 00 | 175 93 |
| August..... | 4 00 | 143 51 | 434 00 | 581 51 |
| September..... | | 251 23 | 314 42 | 565 65 |
| October..... | 4 00 | 286 36 | 393 10 | 683 46 |
| November..... | 12 00 | 322 55 | 1,633 48 | 1,968 03 |
| December..... | 6 00 | 149 40 | 83 | 156 23 |
| 1907. | | | | |
| January..... | 90 | 304 04 | 943 79 | 1,248 73 |
| February..... | 4 00 | 74 55 | 110 00 | 188 55 |
| March..... | 10 00 | 439 51 | 646 30 | 1,095 81 |
| | 48 90 | 2,031 08 | 4,580 92 | 6,663 90 |
| Less refund in the month of February..... | | | | 1 00 |
| | | | | 6,662 90 |

JOS. P. DUNNE.

Clerk in charge of Ordnance and Admiralty Lands Branch.

D.—STATEMENT showing amounts due and unpaid on account of instalments of purchase money and rent or interest for the fiscal nine months ending March 31, 1907.

| Locality. | Amount of instalments due and unpaid. | Rent or interest due and unpaid. | Total. |
|------------------------|---|--|-----------|
| | \$ cts. | \$ cts. | \$ cts. |
| Beaver Harbour..... | | 4 00 | 4 00 |
| Burlington Beach..... | | 180 00 | 180 00 |
| Carillon..... | | 4 80 | 4 80 |
| Chambly..... | 182 00 | 302 75 | 484 75 |
| Dalhousie..... | 23 00 | 8 28 | 31 28 |
| Edmundston..... | 96 93 | 97 52 | 194 45 |
| Elmslev..... | | 50 | 50 |
| Grand Falls..... | 1,770 01 | 454 09 | 2,224 10 |
| Kingston..... | 50 96 | 52 27 | 103 23 |
| Longueuil..... | | 240 00 | 240 00 |
| Marlborough..... | | 60 00 | 60 00 |
| Nepean..... | 216 00 | 140 08 | 356 08 |
| Ottawa..... | | 2,907 06 | 2,907 06 |
| Owen Sound..... | | 29 00 | 29 00 |
| Oxford..... | | 21 20 | 21 20 |
| Pomeroy Bridge..... | | 6 25 | 6 25 |
| Presqu'isle..... | | 1 00 | 1 00 |
| Quebec..... | | 30 00 | 30 00 |
| Shelburne Harbour..... | | 1 00 | 1 00 |
| Sorel..... | | 1,296 36 | 1,296 36 |
| St. Croix River..... | | 2 00 | 2 00 |
| Toronto..... | 52,000 00 | 780 00 | 52,780 00 |
| Wolford..... | | 63 00 | 63 00 |
| | 54,338 90 | 6,681 16 | 61,020 06 |

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

SESSIONAL PAPER No. 25

No. 33.

REPORT OF THE LAND PATENTS BRANCH.

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH, OTTAWA, August 2, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit for your information the statements, hereinafter enumerated, for the nine months ending March 31, 1907.

A.—Statement showing the number of homestead entries as compared with the corresponding period of the previous year.

B.—Abstract of letters patent covering Dominion lands situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory.

C.—Statement showing the number of acres of swamp lands in Manitoba transferred by order in council to the province of Manitoba.

D.—Statement showing the number of patents forwarded to the several registrars of the Land Registration districts of the provinces of Alberta and Saskatchewan, and the Yukon Territory; and the number of notifications mailed to the patentees.

E.—Statement showing the number of entries cancelled; also the year in which such entries were made.

F.—Statement showing the number of assignments recorded at head office.

G.—Statement of entries affecting Dominion lands which were made at head office.

I have the honour to be, sir,

Your obedient servant,

N. O. COTE,

Chief Clerk.

A.—STATEMENT showing the number of homestead entries made during the nine months, from July 1, 1906, to March 31, 1907, at the several Dominion Land Agencies, as compared with same period of previous year.

| Agency. | 1906-7. | 1905-6. | | | Month. | 1906-7. | 1905-6. | | | Net decrease. |
|-----------------------|---------|---------|-----------|-----------|-----------------|---------|---------|-----------|-----------|---------------|
| | | | Increase. | Decrease. | | | | Increase. | Decrease. | |
| Alameda | 1,106 | 1,516 | ..... | 410 | July | 4,174 | 3,751 | 423 | ..... |  |
| Battleford | 3,208 | 3,874 | ..... | 666 | August | 3,388 | 3,040 | 348 | ..... |  |
| Brandon | 82 | 134 | ..... | 52 | September | 2,595 | 2,406 | 189 | ..... |  |
| Calgary | 971 | 1,544 | ..... | 573 | October | 3,389 | 2,771 | 618 | ..... |  |
| Dauphin | 357 | 401 | ..... | 44 | November | 2,966 | 3,468 | ..... | 502 | |
| Humboldt | 751 | ..... | 751 | ..... | December | 1,402 | 2,335 | ..... | 933 | |
| Edmonton | 2,770 | 2,756 | 14 | ..... | January | 1,111 | 1,903 | ..... | 792 | |
| Kamloops | 46 | 55 | ..... | 9 | February | 1,033 | 2,036 | ..... | 1,003 | |
| Lethbridge | 1,418 | 1,181 | 237 | ..... | March | 1,589 | 4,018 | ..... | 2,429 | |
| Minnedosa | 54 | 159 | ..... | 105 | | | | | | |
| Moosejaw | 57 | ..... | 57 | ..... |  | 21,647 | 25,728 | 1,578 | 5,659 | 4,081 |
| New Westminster | 26 | 23 | 3 | ..... |  |  |  |  |  |  |
| Prince Albert | 1,003 | 1,190 | ..... | 187 | | | | | | |
| Regina | 5,668 | 7,270 | ..... | 1,602 | | | | | | |
| Red Deer | 1,684 | 2,356 | ..... | 672 | | | | | | |
| Winnipeg | 738 | 465 | 273 | ..... |  |  |  |  |  |  |
| Yorkton | 1,708 | 2,804 | ..... | 1,096 | | | | | | |
| | 21,647 | 25,728 | 1,335 | 5,416 | | | | | | |

Representing in 1906-7 52,524 Souls.
 " " 1905-6 65,717 "
 Decrease of 13,193 Souls.

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH, August 2, 1907.

N. O. COTE,

Chief Clerk.

SESSIONAL PAPER No. 25

C.—STATEMENT showing the number of acres of swamp lands in Manitoba transferred by order in council to the province of Manitoba, up to March 31, 1907.

| | Acres. |
|-----------------------------|--------------|
| April 16, 1888. | 52,600·00 |
| June 7, 1888. | 60,335·60 |
| August 25, 1891. | 105,635·41 |
| December 7, 1891. | 36,479·00 |
| April 22, 1893. | 69,680·00 |
| October 21, 1893. | 13,040·00 |
| October 4, 1895. | 50,602·72 |
| October 31, 1896. | 53,520·19 |
| October 31, 1896. | 6,960·00 |
| November 10, 1896. | 137,016·75 |
| December 1, 1896. | 117,250·09 |
| June 18, 1897. | 151,985·39 |
| June 27, 1898. | 3,120·00 |
| December 1, 1899. | 148,811·39 |
| February 17, 1899. | } 48,470·00 |
| August 18, 1899. | |
| May 26, 1900. | |
| January 6, 1900. | 160·00 |
| April 26, 1902. | 20,744·01 |
| February 3, 1903. | 27,764·85 |
| February 3, 1903. | 84,659·48 |
| August 17, 1904. | 5,127·00 |
| August 17, 1904. | 5,584·00 |
| August 18, 1904. | 13,098·01 |
| September 28, 1904. | 43,192·27 |
| December 29, 1904. | 10,719·73 |
| April 20, 1905. | 160·00 |
| July 20, 1905. | 16,285·00 |
| January 8, 1907. | 13,137·00 |
| January 14, 1907. | 21,536·50 |
| January 14, 1907. | 85,569·82 |
| Total. | 1,413,244·21 |

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

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D.—STATEMENT showing number of patents forwarded to the several registrars of the Land Registration districts of the provinces of Alberta, Saskatchewan and Yukon Territory, and the number of notifications mailed to patentees during the nine months, July, 1906, to March, 1907, inclusive.

| Registration District. | Number of Patents sent to Registrars. | Number of notifications mailed to Patentees. |
|------------------------|---------------------------------------|--|
| Assiniboia..... | 3,462 | 3,428 |
| East Saskatchewan..... | 977 | 918 |
| West Saskatchewan..... | 522 | 431 |
| North Alberta..... | 1,950 | 638 |
| South Alberta..... | 1,405 | 1,258 |
| Yukon..... | 12 | 8 |
| Totals..... | 8,328 | 6,681 |

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR.

LAND PATENTS BRANCH, August 2, 1907.

E.—STATEMENT showing the number of entries cancelled from July 1, 1906, to March 31, 1907.

| Year. | Homesteads. | Pre-emptions. | Time Sales. | Sales. |
|-----------|-------------|---------------|-------------|--------|
| 1873..... | 1 | | | |
| 1874..... | 1 | | | |
| 1879..... | 2 | | | |
| 1881..... | 7 | 2 | | |
| 1883..... | 4 | 4 | | |
| 1884..... | 7 | 1 | | |
| 1885..... | 6 | | | |
| 1886..... | 4 | | | |
| 1887..... | 3 | 1 | | |
| 1888..... | 1 | | | |
| 1889..... | 5 | | | |
| 1890..... | | | | 1 |
| 1891..... | 5 | | 1 | 1 |
| 1892..... | 5 | | | 1 |
| 1893..... | 4 | | | |
| 1894..... | 2 | | | |
| 1895..... | 4 | | 1 | |
| 1896..... | 3 | | | |
| 1897..... | 1 | | | |
| 1898..... | 9 | | | |
| 1899..... | 6 | | | |
| 1900..... | 25 | | | |
| 1901..... | 91 | | | |
| 1902..... | 432 | | | |
| 1903..... | 1,153 | | 1 | 1 |
| 1904..... | 1,834 | | | |
| 1905..... | 5,589 | | | |
| 1906..... | 4,899 | | 1 | |
| 1907..... | 14 | | | |
| | 14,110 | 8 | 4 | 4 |

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR.

LAND PATENTS BRANCH, August 2, 1907.

SESSIONAL PAPER No. 25

F.—STATEMENT showing the number of assignments recorded at head office during the nine months ending March 31, 1907.

| | |
|--|------------|
| Number of deeds registered. | 923 |
| Fees received in connection therewith. | \$1,999.50 |

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

G.—STATEMENT of entries affecting Dominion Lands which were made at head office for the nine months ending March 31, 1907.

| Name of Grant. | No. of Grant | Acres. |
|--|--------------|--------------|
| Special Grants | 64 | 2,871 25 |
| Calgary and Edmonton Railway Co. | 1 | 161 00 |
| Canadian Northern Railway Co. | 293 | 314,812 73 |
| Canadian Pacific Railway Co., Main Line. | 140 | 237,781 17 |
| Canadian Pacific Railway Co., Souris Branch | 66 | 195,692 10 |
| Manitoba Southwestern Colonization Railway Co. | 94 | 36,472 08 |
| Railway Right of Way. | 76 | 1,367 22 |
| Hudson's Bay Company. | 33 | 289,991 45 |
| | 767 | 1,079,149 00 |

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

No. 34.

REPORT OF THE CORRESPONDENCE MAILING OFFICE.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE COMPARING AND MAILING OFFICE,
OTTAWA, July 9, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you herewith a statement showing in part the work done in the Comparing and Mailing Office of the Department of the Interior during the nine months of the fiscal year ending March 31, 1907.

The outgoing correspondence has increased during this period 32 per cent. the largest yearly increase since the establishment of the department.

I have the honour to be, sir,

Your obedient servant,

CHAS. C. PELLETIER.,

Clerk in Charge.

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STATEMENT of the work done in the comparing and mailing room during the nine months of the fiscal year ending March 31, 1907.

| From July 1, 1906, to March 31, 1907. | Letters sent. | Registered letters sent. | Telegrams sent. | Totals. |
|--|---------------|--------------------------|-----------------|---------|
| 1906. | | | | |
| July..... | 21,697 | 2,626 | 109 | 24,432 |
| August..... | 20,384 | 2,147 | 167 | 22,698 |
| September..... | 20,136 | 2,020 | 145 | 22,301 |
| October..... | 23,917 | 3,159 | 152 | 27,228 |
| November..... | 25,338 | 3,728 | 87 | 29,153 |
| December..... | 21,679 | 2,431 | 65 | 24,175 |
| Totals for first half year..... | 133,151 | 16,111 | 725 | 149,987 |
| 1907. | | | | |
| January..... | 25,545 | 3,831 | 92 | 29,468 |
| February..... | 22,088 | 3,631 | 182 | 25,901 |
| March..... | 25,182 | 2,968 | 89 | 28,239 |
| Total from January 1, 1907, up to and including March 31..... | 72,815 | 10,430 | 363 | 83,608 |
| Total for first half year..... | 133,151 | 16,111 | 725 | 149,987 |
| Total for 9 months of the fiscal year ending March 31, 1907..... | 205,966 | 26,541 | 1,088 | 233,595 |

The number of pages of documents, &c., compared during the nine months of the fiscal period ending March 31, 1907, was 1,342.

The number of pages of letter book indexed was 99,175; each page was indexed in double entry. The indexing shows an increase over the same period of last year of 21 per cent.

The daily average of letters sent out was 950, or an increase over the same period last year of 31 per cent.

The grand total for this office during the nine months of the fiscal year, 1907, is 233,595, or an increase of 32 per cent over the corresponding period last year.

CHAS. C. PELLETIER,

Clerk in Charge.



PART II

IMMIGRATION

IMMIGRATION.

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

DEPARTMENT OF THE INTERIOR,

OTTAWA, April 2, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR.—I have the honour to place before you herewith the annual reports of the principal officers engaged in the immigration service, together with a report from the High Commissioner for Canada in London, and appended reports from British and continental agents, &c. These reports cover the fiscal period of nine months ending March 31, 1907.

The following statistical tables, for the same period, have been compiled in my office:—

IMMIGRANT ARRIVALS.

SUMMARY for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907).

Per ocean travel—

| | | |
|--|--------|---------|
| North Sydney.. | 1,012 | |
| Halifax.. | 18,192 | |
| St. John.. | 11,641 | |
| Quebec.. | 41,537 | |
| Vancouver.. | 2,282 | |
| Victoria.. | 2,293 | |
| New York.. | 9,794 | |
| Portland.. | 2,438 | |
| Boston.. | 571 | |
| Baltimore.. | 154 | |
| Philadelphia.. | 94 | |
| | <hr/> | 13,051 |
| | | <hr/> |
| | | 90,005 |
| From the United States, not including 89 United States citizens by ocean ports.. | | 34,659 |
| | | <hr/> |
| Total.. | | 124,667 |

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COMPARATIVE STATEMENT.

TOTAL IMMIGRANTS arriving for Canada, by months, for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6.

| | NINE MONTHS, JULY TO MARCH, INCLUSIVE, OF FISCAL YEAR 1905-6. | | | | FRACTIONAL FISCAL YEAR 1906-7 (9 MONTHS, ENDING MARCH 31, 1907). | | | |
|----------------|---|----------|-----------|---------|--|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| July..... | 6,478 | 2,991 | 3,109 | 12,578 | 9,850 | 4,420 | 4,087 | 18,357 |
| August..... | 5,446 | 2,456 | 2,535 | 10,437 | 9,641 | 3,792 | 3,590 | 17,023 |
| September..... | 5,413 | 2,986 | 2,649 | 11,048 | 7,345 | 3,817 | 3,173 | 14,335 |
| October..... | 4,878 | 2,437 | 2,322 | 9,657 | 6,993 | 3,558 | 3,251 | 13,802 |
| November..... | 3,905 | 1,876 | 1,686 | 7,467 | 6,395 | 2,689 | 2,370 | 11,454 |
| December..... | 2,964 | 1,204 | 1,138 | 5,306 | 4,109 | 1,851 | 1,688 | 7,648 |
| January..... | 2,277 | 790 | 791 | 3,858 | 3,604 | 1,177 | 892 | 5,673 |
| February..... | 4,035 | 1,142 | 1,025 | 6,202 | 5,371 | 1,340 | 1,034 | 7,745 |
| March..... | 15,321 | 3,991 | 4,698 | 24,010 | 20,230 | 4,312 | 4,088 | 28,630 |
| Totals..... | 50,717 | 19,893 | 19,953 | 90,563 | 73,538 | 26,956 | 24,173 | 124,667 |

COMPARATIVE STATEMENT.

IMMIGRANTS arriving for Canada, by ports, for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6.

| | NINE MONTHS, JULY TO MARCH, INCLUSIVE, OF FISCAL YEAR 1905-6. | | | | FRACTIONAL FISCAL YEAR 1906-7 (9 MONTHS, ENDING MARCH 31, 1907). | | | |
|---|---|----------|-----------|---------|--|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| North Sydney..... | | | | | 845 | 122 | 45 | 1,012 |
| Halifax..... | 8,244 | 2,499 | 2,362 | 13,105 | 12,354 | 3,151 | 2,687 | 18,192 |
| St. John..... | 5,316 | 1,434 | 1,307 | 8,057 | 7,855 | 2,110 | 1,676 | 11,641 |
| Quebec..... | 13,849 | 7,858 | 7,366 | 29,073 | 19,893 | 11,403 | 10,241 | 41,537 |
| Vancouver..... | 767 | 157 | 98 | 1,022 | 2,086 | 120 | 76 | 2,282 |
| Victoria..... | 219 | 38 | 11 | 268 | 2,044 | 207 | 42 | 2,293 |
| Via United States Ocean Ports (New York, Portland, Boston, Baltimore and Philadelphia)..... | 4,114 | 1,110 | 1,058 | 6,312 | 8,798 | 2,198 | 2,055 | 13,051 |
| From the United States..... | 18,178 | 6,797 | 7,751 | 32,726 | 19,663 | 7,645 | 7,351 | 34,659 |
| Totals..... | 50,717 | 19,893 | 19,953 | 90,563 | 73,538 | 26,956 | 24,173 | 124,667 |

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COMPARATIVE STATEMENT.

IMMIGRANT arrivals from the United States, direct, by months, for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6.

| | NINE MONTHS, JULY TO MARCH, INCLUSIVE, OF FISCAL YEAR 1905-6. | | | | FRACTIONAL FISCAL YEAR 1906-7 (9 MONTHS, ENDING MARCH 31, 1907). | | | |
|-----------------|---|----------|-----------|---------|--|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| July | 1,858 | 796 | 813 | 3,467 | 2,967 | 1,164 | 1,019 | 5,150 |
| August | 1,767 | 699 | 695 | 3,161 | 2,463 | 870 | 834 | 4,167 |
| September | 1,717 | 710 | 687 | 3,114 | 2,331 | 892 | 829 | 4,052 |
| October | 2,349 | 844 | 935 | 4,128 | 2,857 | 1,135 | 1,103 | 5,095 |
| November | 2,085 | 749 | 850 | 3,684 | 2,306 | 963 | 960 | 4,229 |
| December | 1,261 | 595 | 580 | 2,346 | 1,298 | 533 | 509 | 2,340 |
| January | 894 | 292 | 330 | 1,525 | 973 | 381 | 321 | 1,675 |
| February | 1,204 | 441 | 469 | 2,114 | 896 | 329 | 295 | 1,520 |
| March | 5,043 | 1,761 | 2,383 | 9,187 | 3,572 | 1,378 | 1,481 | 6,431 |
| Totals | 18,178 | 6,797 | 7,751 | 32,726 | 19,663 | 7,645 | 7,351 | 34,659 |

SEX, OCCUPATIONS and Destination of total Immigrant arrivals for Canada for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | TRADE OR OCCUPATION. | | | | | | | | | | | | |
|----------------------------|----------------------|----------|-----------|---------|--------|----------|----------------------|--------------------|------------|----------------------|--------|----------|-----------|
| | SEX. | | | | | | TRADE OR OCCUPATION. | | | | | | |
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | General Labourers. | Mechanics. | Clerks, Traders, &c. | Males. | Females. | Children. |
| Per ocean travel | 53,875 | 19,311 | 16,822 | 90,008 | 11,887 | 2,785 | 3,519 | 20,960 | 13,483 | 5,405 | 4,118 | 1,431 | 1,137 |
| From the United States. | 19,663 | 7,645 | 7,351 | 34,659 | 15,875 | 6,861 | 6,911 | 4,599 | 1,635 | 215 | 604 | 168 | 80 |
| Totals | 73,538 | 26,956 | 24,173 | 124,667 | 27,762 | 9,646 | 10,430 | 22,558 | 14,518 | 5,620 | 4,762 | 1,599 | 1,217 |

| | TRADE OR OCCUPATION. | | | | | | | | | | | | | | | |
|----------------------------|----------------------|----------|-----------|------------------|-----------------|-------|--------------|---------------------|---------|----------|-----------|---------------|----------|-------------------|--------|------------|
| | TRADE OR OCCUPATION. | | | | | | DESTINATION. | | | | | | | | | |
| | Males. | Females. | Children. | Female Servants. | Not Classified. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. | Not given. |
| Per ocean travel | 1,567 | 498 | 813 | 4,583 | 1,851 | 217 | 211 | 6,491 | 18,033 | 32,265 | 17,036 | 4,257 | 3,474 | 8,406 | 16 | ... |
| From the United States. | 375 | 29 | 21 | 73 | 135 | 179 | 42 | 19 | 256 | 389 | 3,237 | 11,050 | 11,085 | 5,214 | 61 | 318 |
| Totals | 1,942 | 527 | 834 | 4,656 | 1,986 | 3,986 | 253 | 6,510 | 18,319 | 32,654 | 20,273 | 15,307 | 17,559 | 13,650 | 77 | 318 |

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COMPARATIVE STATEMENT.

IMMIGRANTS arriving for Canada, by nationalities, during the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6, showing increase or decrease of each nationality.

| Country. | Nine months, July to March, inclusive, Fiscal Year 1905-6. | Fractional Fiscal Year 1906-7, (9 months, ending Mar. 31, 1907.) | Increase. | Decrease. |
|-----------------------|--|--|-----------|-----------|
| English..... | 29,993 | 41,156 | 11,163 | |
| Welsh..... | 429 | 502 | 73 | |
| Scotch..... | 5,846 | 10,729 | 4,883 | |
| Irish..... | 2,353 | 3,404 | 1,051 | |
| Total British..... | 38,621 | 55,791 | 17,170 | |
| African, South..... | 37 | 23 | | 14 |
| Australian..... | 214 | 185 | | 29 |
| Austrian, N.E.S*..... | 349 | 562 | 213 | |
| Bohemian..... | 41 | 94 | 53 | |
| Buckowinian..... | 155 | 229 | 74 | |
| Croatian..... | 122 | 109 | 47 | |
| Dalmatian..... | 9 | 44 | 35 | |
| Galician..... | 995 | 1,652 | 657 | |
| Hungarian, N.E.S..... | 388 | 499 | 111 | |
| Magyar..... | 236 | 347 | 111 | |
| Ruthenian..... | 87 | 303 | 216 | |
| Slovak..... | 84 | 146 | 62 | |
| Belgian..... | 540 | 650 | 110 | |
| Bulgarian..... | 29 | 179 | 150 | |
| Brazilian..... | | 5 | 5 | |
| Chinese..... | 13 | 92 | 79 | |
| Dutch..... | 125 | 394 | 269 | |
| French..... | 833 | 1,314 | 481 | |
| German, N.E.S..... | 833 | 1,889 | 1,056 | |
| Alsace-Lorraine..... | 4 | 1 | | 3 |
| Bavarian..... | 19 | 1 | | 18 |
| Prussian..... | 11 | 12 | 1 | |
| Saxon..... | 2 | | | 2 |
| West Indian..... | 59 | 64 | 5 | |
| Bermudian..... | 8 | 10 | 2 | |
| Jamaican..... | 10 | 16 | 6 | |
| Greek..... | 97 | 545 | 448 | |
| Hebrew, N.E.S..... | 539 | 544 | 5 | |
| " Russian..... | 3,730 | 5,802 | 2,072 | |
| " Polish..... | 31 | 49 | 18 | |
| " Austrian..... | 191 | 146 | | 45 |
| " German..... | 28 | 43 | 15 | |
| Italian..... | 2,489 | 5,114 | 2,625 | |
| Japanese..... | 720 | 2,042 | 1,322 | |
| Newfoundland..... | 248 | 1,029 | 781 | |
| New Zealand..... | 57 | 30 | | 27 |
| Portuguese..... | 3 | 2 | | 1 |
| Poles, N.E.S..... | 68 | 144 | 76 | |
| " Austrian..... | 61 | 375 | 314 | |
| " German..... | 27 | 22 | | 5 |
| " Russian..... | 225 | 492 | 267 | |
| Persian..... | 5 | 31 | 26 | |
| Romanian..... | 190 | 431 | 241 | |
| Russian, N.E.S..... | 1,470 | 1,927 | 457 | |
| Fins..... | 708 | 1,049 | 341 | |
| Doukhobors..... | 204 | | | 204 |
| Spanish..... | 7 | 29 | 22 | |
| Swiss..... | 81 | 112 | 31 | |
| Servian..... | 15 | 4 | | 11 |
| Danish..... | 290 | 297 | 7 | |
| Icelandic..... | 120 | 46 | | 74 |

* N.E.S.—Not elsewhere specified.

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COMPARATIVE STATEMENT.—Immigrants arriving for Canada, by Nationalities.—*Con.*

| Country. | Nine months, July to March, inclusive, Fiscal Year 1905-6. | Fractional Fiscal Year 1906-7, (9 months, ending Mar. 31, 1907.) | Increase. | Decrease. |
|--|--|--|-----------|-----------|
| Swedish..... | 991 | 1,077 | 86 | |
| Norwegian..... | 655 | 876 | 221 | |
| Turks..... | 144 | 232 | 88 | |
| Armenians..... | 59 | 208 | 149 | |
| Egyptians..... | 18 | 19 | | |
| Syrians..... | 276 | 277 | 1 | |
| Arabians..... | 14 | 31 | 17 | |
| U.S.A. Citizens (through Ocean Ports)..... | 69 | 89 | 20 | |
| Negro..... | 1 | 108 | 107 | |
| India..... | 182 | 2,124 | 1,942 | |
| Total Continental, &c..... | 19,216 | 34,217 | 15,001 | |
| United States (direct)..... | 32,726 | 34,659 | 1,933 | |
| Total Immigration..... | 90,563 | 124,667 | 34,104 | |

ARRIVALS AT OCEAN PORTS.

For the fractional fiscal year 1906-7 (nine months, ending March 31, 1907), there arrived via Canadian and United States ocean ports, 133,146 passengers, of whom 13,544 travelled saloon and 119,602 steerage. Of the saloon passengers 12,444 were destined to Canada and 1,100 to the United States. Of the steerage passengers 101,715 were for Canada and 17,887 for the United States. Included in the steerage passengers for Canada were 9,293 returned Canadians and 2,414 tourists, leaving the immigration proper via ocean ports at 90,008 souls, which together with the 34,659 settlers direct from the United States, brings the total immigration to 124,667, an increase over the corresponding nine months of the previous fiscal year of 34,104 persons.

The following further statistical information will be of interest: Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

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TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at Ocean Ports for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|---------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| African, South..... | 1 | | | 1 | | | | | 1 | | | 1 |
| Australian..... | 31 | 28 | 6 | 65 | 12 | 10 | 1 | 23 | 43 | 38 | 7 | 88 |
| Austrian..... | 9 | 1 | | 10 | | | | | 9 | 1 | | 10 |
| Belgian..... | 15 | 1 | 3 | 19 | | | | | 15 | 1 | 3 | 19 |
| Chinese..... | 7 | 9 | | 16 | 1 | | | 1 | 8 | 9 | | 17 |
| Dutch..... | 2 | 1 | | 3 | 1 | | | 1 | 3 | 1 | | 4 |
| French..... | 50 | 14 | 1 | 65 | 2 | 2 | | 4 | 52 | 16 | 1 | 69 |
| German..... | 46 | 17 | | 63 | 4 | 2 | | 6 | 50 | 19 | | 69 |
| English..... | 1,816 | 1,010 | 126 | 2,952 | 75 | 48 | 17 | 140 | 1,891 | 1,058 | 143 | 3,092 |
| Welsh..... | 10 | 5 | | 15 | | 2 | | 2 | 10 | 7 | | 17 |
| Scotch..... | 384 | 167 | 17 | 568 | 17 | 9 | 2 | 28 | 401 | 176 | 19 | 596 |
| Irish..... | 122 | 55 | 5 | 182 | 6 | 3 | | 9 | 128 | 58 | 5 | 191 |
| West Indian..... | 10 | 10 | 4 | 24 | | | | | 10 | 10 | 4 | 24 |
| Bermudian..... | 26 | 32 | 10 | 68 | | | | | 26 | 32 | 10 | 68 |
| Jamaican..... | 2 | 2 | 1 | 5 | 1 | | | 1 | 3 | 2 | 1 | 6 |
| Greek..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Hebrew..... | 1 | | | 1 | | | | | 1 | | | 1 |
| Italian..... | 6 | 1 | | 7 | 3 | | | 3 | 9 | 1 | | 10 |
| Japanese..... | 29 | 2 | | 31 | 25 | 4 | | 29 | 54 | 6 | | 60 |
| Newfoundland..... | 204 | 84 | 9 | 297 | 41 | 21 | 6 | 68 | 245 | 105 | 15 | 365 |
| New Zealand..... | 11 | 7 | 3 | 21 | 5 | 2 | | 7 | 16 | 9 | 3 | 28 |
| Philippino..... | | | | | 3 | | | 3 | 3 | | | 3 |
| Portuguese..... | 5 | 1 | | 6 | | | | | 5 | 1 | | 6 |
| Polish..... | 2 | | | 2 | | | | | 2 | | | 2 |
| Roumanian..... | | 1 | | 1 | | | | | | 1 | | 1 |
| Russian, N.E.S.... | 14 | 3 | 3 | 20 | 2 | 2 | | 4 | 16 | 5 | 3 | 24 |
| Finn..... | | 1 | | 1 | | | | | | 1 | | 1 |
| Spanish..... | 3 | 2 | | 5 | | | | | 3 | 2 | | 5 |
| Swiss..... | 3 | 2 | | 5 | | | | | 3 | 2 | | 5 |
| Danish..... | 3 | | 1 | 4 | | | | | 3 | | 1 | 4 |
| Swedish..... | 4 | | | 4 | 1 | 2 | | 3 | 5 | 2 | | 7 |
| Norwegian..... | 2 | 3 | | 5 | 1 | | | 1 | 3 | 3 | | 6 |
| Syrian..... | 3 | 1 | | 4 | | | | | 3 | 1 | | 4 |
| U. S. A. Citizens.. | 262 | 207 | 21 | 490 | 359 | 329 | 51 | 739 | 621 | 536 | 72 | 1,229 |
| India..... | 1 | 2 | | 3 | 1 | | | 1 | 2 | 2 | | 4 |
| Canadians..... | 2,211 | 2,074 | 223 | 4,508 | 6 | 5 | 1 | 12 | 2,217 | 2,079 | 224 | 4,520 |
| Tourists..... | 1,536 | 1,309 | 128 | 2,973 | 10 | 4 | | 14 | 1,546 | 1,313 | 128 | 2,987 |
| Totals..... | 6,831 | 5,052 | 561 | 12,444 | 577 | 445 | 78 | 1,100 | 7,408 | 5,497 | 639 | 13,544 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at Ocean Ports for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|-----------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| African, South..... | 15 | 3 | 5 | 23 | 1 | | 5 | 6 | 16 | 3 | 10 | 29 |
| Australian..... | 81 | 45 | 59 | 185 | 87 | 32 | 33 | 152 | 168 | 77 | 92 | 337 |
| Austrian, N.E.S..... | 418 | 83 | 61 | 562 | 126 | 64 | 44 | 234 | 544 | 147 | 105 | 796 |
| Bohemian..... | 32 | 33 | 29 | 94 | 7 | 8 | 5 | 20 | 39 | 41 | 34 | 114 |
| Buckowinian..... | 147 | 29 | 53 | 229 | | | | | 147 | 29 | 53 | 229 |
| Croatian..... | 150 | 11 | 8 | 169 | 45 | | | 45 | 195 | 11 | 8 | 214 |
| Dalmatian..... | 44 | | | 44 | 1 | | | 1 | 45 | | | 45 |
| Galician..... | 1,047 | 318 | 287 | 1,652 | 41 | 22 | 10 | 73 | 1,088 | 340 | 297 | 1,725 |
| Hungarian, N.E.S..... | 350 | 76 | 73 | 499 | 54 | 42 | 41 | 137 | 404 | 118 | 114 | 636 |
| Magyar..... | 245 | 58 | 44 | 347 | | | | | 245 | 58 | 44 | 347 |
| Ruthenian..... | 248 | 33 | 22 | 303 | | | | | 248 | 33 | 22 | 303 |
| Slovak..... | 120 | 14 | 12 | 146 | | | | | 120 | 14 | 12 | 146 |
| Belgian..... | 361 | 167 | 122 | 650 | 90 | 38 | 34 | 162 | 451 | 205 | 156 | 812 |
| Bulgarian..... | 178 | | 1 | 179 | 110 | | 1 | 111 | 288 | | 2 | 290 |
| Brazilian..... | 3 | 2 | | 5 | | | | | 3 | 2 | | 5 |
| Chinese..... | 63 | 9 | 20 | 92 | 12 | | | 12 | 75 | 9 | 20 | 104 |
| Dutch..... | 217 | 97 | 80 | 394 | 29 | 18 | 25 | 72 | 246 | 115 | 105 | 466 |
| French..... | 725 | 348 | 241 | 1,314 | 54 | 24 | 14 | 92 | 779 | 372 | 255 | 1,406 |
| German, N.E.S..... | 809 | 488 | 592 | 1,889 | 219 | 199 | 221 | 639 | 1,028 | 687 | 813 | 2,528 |
| Alsace-Lorraine..... | 1 | | | 1 | | | | | 1 | | | 1 |
| Bavarian..... | 1 | | | 1 | | | | | 1 | | | 1 |
| Prussian..... | 6 | 4 | 2 | 12 | 3 | 3 | 10 | 16 | 9 | 7 | 12 | 28 |
| English..... | 22,819 | 9,470 | 8,867 | 41,156 | 1,020 | 536 | 331 | 1,887 | 23,839 | 10,006 | 9,198 | 43,043 |
| Welsh..... | 324 | 103 | 75 | 502 | 33 | 9 | 3 | 45 | 357 | 112 | 78 | 547 |
| Scotch..... | 6,487 | 2,464 | 1,778 | 10,729 | 405 | 131 | 90 | 626 | 6,892 | 2,595 | 1,868 | 11,355 |
| Irish..... | 1,961 | 1,030 | 413 | 3,404 | 161 | 93 | 48 | 302 | 2,122 | 1,123 | 461 | 3,706 |
| West Indian..... | 26 | 27 | 11 | 64 | 4 | | | 4 | 30 | 27 | 11 | 68 |
| Bermudian..... | 8 | 2 | | 10 | | | | | 8 | 2 | | 10 |
| Jamaican..... | 9 | 7 | | 16 | | | | | 9 | 7 | | 16 |
| Greek..... | 489 | 22 | 34 | 545 | 134 | 3 | 1 | 138 | 623 | 25 | 35 | 683 |
| Hebrew, N.E.S..... | 212 | 179 | 153 | 544 | 19 | 17 | 15 | 51 | 231 | 196 | 168 | 595 |
| " Russian..... | 2,235 | 1,641 | 1,923 | 5,802 | 79 | 91 | 90 | 260 | 2,317 | 1,732 | 2,013 | 6,062 |
| " Polish..... | 32 | 9 | 8 | 49 | 1 | | | 1 | 33 | 9 | 8 | 50 |
| " Austrian..... | 67 | 40 | 39 | 146 | | | | | 67 | 40 | 39 | 146 |
| " German..... | 18 | 11 | 14 | 43 | 1 | | | 1 | 19 | 11 | 14 | 44 |
| Italian..... | 4,430 | 384 | 300 | 5,114 | 135 | 20 | 12 | 167 | 4,565 | 404 | 312 | 5,281 |
| Japanese..... | 1,766 | 242 | 34 | 2,042 | 1,602 | 120 | 27 | 1,749 | 2,768 | 362 | 61 | 3,191 |
| Newfoundland..... | 819 | 167 | 43 | 1,029 | 168 | 119 | 23 | 310 | 987 | 286 | 66 | 1,339 |
| New Zealand..... | 23 | 7 | | 30 | 24 | 6 | 4 | 34 | 47 | 13 | 4 | 64 |
| Portuguese..... | 2 | | | 2 | 2 | | | 2 | 4 | | | 4 |
| Poles, N.E.S..... | 106 | 21 | 17 | 144 | 48 | 17 | 19 | 84 | 154 | 38 | 36 | 228 |
| " Austrian..... | 270 | 5 | 49 | 324 | | | | | 270 | 56 | 49 | 375 |
| " German..... | 12 | 3 | 7 | 22 | 3 | 1 | 1 | 5 | 15 | 4 | 8 | 27 |
| " Russian..... | 345 | 72 | 75 | 492 | 32 | 17 | 12 | 61 | 377 | 89 | 87 | 553 |
| Persian..... | 26 | 2 | 3 | 31 | 7 | 1 | | 8 | 33 | 3 | 3 | 39 |
| Roumanian..... | 239 | 84 | 88 | 411 | 14 | 12 | 12 | 38 | 273 | 96 | 100 | 469 |
| Russian, N.E.S..... | 999 | 425 | 503 | 1,927 | 1,241 | 677 | 656 | 2,574 | 2,240 | 1,102 | 1,159 | 4,501 |
| Finnish..... | 774 | 205 | 70 | 1,049 | 1,444 | 504 | 233 | 2,181 | 2,218 | 709 | 303 | 3,230 |
| Spanish..... | 21 | 4 | 4 | 29 | 5 | 3 | 2 | 10 | 26 | 7 | 6 | 39 |
| Swiss..... | 68 | 28 | 16 | 112 | 14 | 5 | 1 | 20 | 82 | 33 | 17 | 132 |
| Servian..... | 4 | | | 4 | 2 | 1 | | 3 | 6 | 1 | | 7 |
| Danish..... | 149 | 92 | 56 | 297 | 167 | 91 | 62 | 320 | 316 | 183 | 118 | 617 |
| Icelandic..... | 17 | 12 | 17 | 46 | 1 | 1 | 2 | 4 | 18 | 13 | 19 | 50 |
| Swedish..... | 600 | 258 | 219 | 1,077 | 630 | 380 | 238 | 1,248 | 1,230 | 638 | 457 | 2,325 |
| Norwegian..... | 484 | 227 | 165 | 876 | 1,024 | 568 | 348 | 1,940 | 1,508 | 795 | 513 | 2,816 |
| Turks..... | 209 | 15 | 8 | 232 | 81 | 2 | | 83 | 290 | 17 | 8 | 315 |
| Armenians..... | 148 | 35 | 25 | 208 | 27 | 5 | 6 | 38 | 175 | 40 | 31 | 246 |
| Egyptians..... | 4 | 2 | 4 | 10 | 1 | | | 1 | 5 | 2 | 4 | 11 |
| Syrians..... | 132 | 81 | 64 | 277 | 22 | 9 | 6 | 37 | 154 | 90 | 70 | 314 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at Ocean Ports for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).—*Concluded.*

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|----------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Arabians..... | 18 | 10 | 3 | 31 | | | | | 18 | 10 | 3 | 31 |
| U.S.A. Citizens..... | 53 | 17 | 19 | 89 | 659 | 637 | 149 | 1,445 | 712 | 654 | 168 | 1,534 |
| Negro..... | 66 | 37 | 5 | 108 | 5 | | | 5 | 71 | 37 | 5 | 113 |
| India..... | 2,120 | 2 | 2 | 2,124 | 8 | | | 8 | 2,128 | 2 | 2 | 2,132 |
| Total Immigration.. | 53,875 | 19,311 | 16,822 | 90,008 | 9,502 | 4,526 | 2,834 | 16,862 | 63,377 | 23,837 | 19,656 | 106,870 |
| Returned Canadians. | 6,411 | 2,148 | 734 | 9,293 | | | | | 6,411 | 2,148 | 734 | 9,293 |
| Tourists..... | 1,637 | 654 | 123 | 2,414 | 898 | 78 | 49 | 1,025 | 2,535 | 732 | 172 | 3,439 |
| Totals..... | 61,923 | 22,113 | 17,679 | 101,715 | 10,400 | 4,604 | 2,883 | 17,887 | 72,323 | 26,717 | 20,562 | 119,602 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-----------------------|--------|--------|--------|-------|-------|-------|-------|-------|--------|---------|
| African, South..... | 4 | 5 | 1 | 1 | | | | 6 | 6 | 23 |
| Australian..... | 47 | 38 | 13 | 12 | 9 | 3 | 8 | 26 | 29 | 185 |
| Austrian, N.E.S..... | 28 | 32 | 32 | 26 | 39 | 23 | 24 | 12 | 346 | 562 |
| Bohemian..... | 6 | 25 | 22 | 13 | 12 | 14 | | | 2 | 94 |
| Buckowinian..... | 72 | 39 | 24 | 4 | 35 | 9 | 3 | 6 | 37 | 229 |
| Croatian..... | 17 | 9 | 28 | 18 | 33 | 10 | 7 | 10 | 37 | 169 |
| Dalmatian..... | 3 | 4 | 2 | 4 | 5 | 2 | | 23 | 1 | 44 |
| Galician..... | 384 | 160 | 159 | 33 | 162 | 92 | 42 | 71 | 618 | 1,652 |
| Hungarian, N.E.S..... | 20 | 18 | 19 | 41 | 73 | 35 | 51 | 30 | 212 | 499 |
| Magyar..... | 15 | 26 | 46 | 42 | 42 | 38 | 22 | 78 | 38 | 347 |
| Ruthenian..... | 11 | 13 | 29 | 21 | 33 | 76 | 23 | 35 | 62 | 303 |
| Slovak..... | 13 | | 12 | 11 | 21 | 13 | 12 | 18 | 46 | 146 |
| Belgian..... | 107 | 72 | 86 | 73 | 60 | 26 | 39 | 31 | 156 | 650 |
| Bulgarian..... | 7 | 12 | 13 | 10 | 47 | 51 | 5 | 4 | 30 | 179 |
| Brazilian..... | | | | | | 5 | | | | 5 |
| Chinese..... | 1 | 15 | 6 | 11 | 15 | 2 | 7 | 32 | 3 | 92 |
| Dutch..... | 41 | 45 | 28 | 20 | 22 | 17 | 22 | 30 | 169 | 394 |
| French..... | 353 | 136 | 145 | 221 | 98 | 55 | 48 | 75 | 180 | 1,314 |
| German, N.E.S..... | 271 | 153 | 226 | 368 | 239 | 246 | 194 | 51 | 141 | 1,889 |
| Alsace-Lorraine..... | 1 | | | | | | | | | 1 |
| Bavarian..... | | | | | | 1 | | | | 1 |
| Prussian..... | 2 | 1 | 1 | 1 | | 7 | | | | 12 |
| English..... | 6,361 | 6,727 | 4,661 | 3,843 | 2,244 | 1,716 | 986 | 2,675 | 11,949 | 41,156 |
| Welsh..... | 56 | 104 | 73 | 59 | 44 | 29 | 19 | 31 | 87 | 502 |
| Scotch..... | 1,691 | 1,278 | 1,255 | 1,113 | 733 | 519 | 402 | 794 | 2,944 | 10,729 |
| Irish..... | 542 | 681 | 460 | 414 | 218 | 148 | 85 | 211 | 645 | 3,404 |
| West Indian..... | 17 | 8 | 21 | 5 | 4 | 8 | | | 1 | 64 |
| Bermudian..... | 4 | 4 | 1 | | | | 1 | | | 10 |
| Jamaican..... | 1 | 1 | 12 | 2 | | | | | | 16 |
| Greek..... | 45 | 49 | 31 | 103 | 80 | 32 | 41 | 37 | 127 | 545 |
| Hebrew, N.E.S..... | 55 | 59 | 90 | 13 | 101 | 50 | 97 | 27 | 52 | 544 |
| Russian..... | 920 | 1,004 | 1,005 | 477 | 551 | 702 | 391 | 397 | 355 | 5,802 |
| Polish..... | 1 | | 1 | 1 | 3 | 14 | 12 | 8 | 9 | 49 |
| Austrian..... | 11 | 15 | 34 | 10 | 30 | 19 | 8 | 13 | 6 | 146 |
| German..... | | 7 | 1 | 16 | 5 | 8 | 1 | 3 | 2 | 43 |
| Italian..... | 427 | 402 | 389 | 406 | 343 | 384 | 197 | 454 | 2,112 | 5,114 |
| Japanese..... | 344 | 257 | 159 | 291 | 213 | 175 | 165 | 183 | 255 | 2,042 |
| Newfoundland..... | 40 | 26 | 40 | 33 | 14 | 10 | 533 | 127 | 206 | 1,029 |
| New Zealand..... | 7 | 8 | 4 | 3 | 2 | 1 | 1 | 2 | 2 | 30 |
| Portuguese..... | | 1 | | 1 | | | | | | 2 |
| Poles, N.E.S..... | 14 | 21 | 7 | 12 | 4 | 8 | 6 | 25 | 47 | 144 |
| Austrian..... | 29 | 41 | 33 | 31 | 55 | 69 | 29 | 35 | 53 | 375 |
| German..... | 12 | 2 | | 2 | 1 | | | 1 | 4 | 22 |
| Russian..... | 112 | 70 | 30 | 35 | 47 | 57 | 20 | 44 | 77 | 492 |
| Persian..... | 1 | 5 | | | | | 25 | | | 31 |
| Roumanian..... | 72 | 23 | 22 | 27 | 92 | 56 | 22 | 76 | 41 | 481 |
| Russian, N.E.S..... | 126 | 161 | 239 | 153 | 310 | 164 | 125 | 211 | 438 | 1,927 |
| Finns..... | 93 | 121 | 135 | 159 | 139 | 143 | 56 | 97 | 106 | 1,049 |
| Spanish..... | 5 | 8 | 12 | 3 | | | 1 | | | 29 |
| Swiss..... | 29 | 11 | 22 | 9 | 9 | 1 | 6 | 7 | 18 | 112 |
| Serbian..... | 1 | | 1 | 1 | | 1 | | | | 4 |
| Danish..... | 38 | 54 | 30 | 39 | 31 | 18 | 16 | 17 | 54 | 297 |
| Icelandic..... | 35 | 1 | 10 | | | | | | | 46 |
| Swedish..... | 233 | 150 | 159 | 127 | 107 | 67 | 25 | 34 | 175 | 1,077 |
| Norwegian..... | 152 | 155 | 119 | 101 | 73 | 37 | 26 | 44 | 169 | 876 |
| Turks..... | 7 | 29 | 20 | 13 | 23 | 42 | 27 | 24 | 47 | 232 |
| Armenians..... | 6 | 16 | 13 | 4 | 7 | 12 | 56 | 71 | 23 | 208 |
| Egyptians..... | | | 1 | 1 | 1 | | | 1 | 6 | 10 |
| Syrians..... | 23 | 6 | 22 | 8 | 54 | 47 | 83 | 20 | 14 | 277 |
| Arabians..... | 5 | | | 2 | 17 | 2 | 4 | 1 | | 31 |
| U.S.A. Citizens..... | 26 | 17 | 11 | 7 | 5 | 5 | 10 | 5 | 3 | 89 |
| Negro..... | 57 | 3 | 12 | 11 | 9 | 6 | | 2 | 8 | 168 |
| India..... | 203 | 588 | 265 | 242 | 711 | 33 | 21 | 10 | 51 | 2,124 |
| Totals..... | 13,207 | 12,856 | 10,283 | 8,707 | 7,225 | 5,308 | 3,998 | 6,225 | 22,199 | 90,008 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-------------------------|--------|--------|--------|-------|-------|-------|-------|-------|--------|---------|
| Agriculturists..... | 2,529 | 3,087 | 1,817 | 1,594 | 1,605 | 765 | 478 | 932 | 5,984 | 18,191 |
| General labourers..... | 2,690 | 2,742 | 2,270 | 2,105 | 2,628 | 1,749 | 1,495 | 2,239 | 7,889 | 26,807 |
| Mechanics..... | 4,106 | 3,679 | 3,276 | 2,535 | 1,866 | 1,444 | 980 | 1,670 | 4,858 | 24,414 |
| Clerks..... | 959 | 967 | 878 | 783 | 585 | 427 | 395 | 539 | 1,153 | 6,686 |
| Miners..... | 426 | 519 | 501 | 364 | 243 | 180 | 102 | 238 | 305 | 2,878 |
| Female servants..... | 784 | 680 | 706 | 573 | 453 | 330 | 148 | 215 | 694 | 4,583 |
| Not classed..... | 713 | 1,182 | 835 | 753 | 445 | 413 | 400 | 392 | 1,316 | 6,449 |
| Totals..... | 13,297 | 12,856 | 10,283 | 8,707 | 7,225 | 5,308 | 3,998 | 6,225 | 22,199 | 90,008 |
| Maritime Provinces..... | 535 | 608 | 587 | 319 | 430 | 466 | 879 | 617 | 2,050 | 6,491 |
| Quebec..... | 2,837 | 2,460 | 2,738 | 1,925 | 1,878 | 1,231 | 785 | 1,427 | 2,782 | 18,663 |
| Ontario..... | 4,709 | 4,301 | 3,537 | 3,292 | 2,240 | 1,971 | 1,224 | 2,007 | 8,981 | 32,265 |
| Manitoba..... | 2,885 | 3,147 | 1,508 | 1,198 | 884 | 764 | 430 | 1,094 | 3,126 | 17,046 |
| Saskatchewan..... | 696 | 517 | 491 | 495 | 324 | 226 | 198 | 222 | 1,088 | 4,257 |
| Alberta..... | 477 | 451 | 437 | 420 | 249 | 216 | 105 | 208 | 911 | 3,474 |
| British Columbia..... | 1,062 | 1,372 | 983 | 1,058 | 1,219 | 431 | 377 | 650 | 1,254 | 8,496 |
| Yukon..... | 6 | | 2 | | 1 | | | | 7 | 16 |
| Totals..... | 13,297 | 12,856 | 10,283 | 8,707 | 7,225 | 5,308 | 3,998 | 6,225 | 22,199 | 90,008 |

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant Arrivals for ending March

| Nationality. | SEX. | | | TRADE OR | | | | | | | | | |
|------------------|--------|----------|-----------|-----------------------------------|--------|----------|--------------------|--------|----------|------------|--------|----------|-----------|
| | | | | Farmers, or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | | |
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. |
| African, South.. | 15 | 3 | 5 | 23 | 3 | | | 3 | 1 | | 1 | | 2 |
| Australian..... | 81 | 45 | 59 | 185 | 12 | 3 | 6 | 11 | | | 17 | 5 | 4 |
| Austrian, N.E.S. | 418 | 83 | 61 | 562 | 128 | 8 | 12 | 221 | 13 | 13 | 42 | 14 | 15 |
| Bohemian..... | 32 | 33 | 29 | 94 | 2 | 5 | 9 | 18 | 3 | 2 | 4 | 4 | 1 |
| Buckowinian.... | 147 | 29 | 53 | 229 | 28 | 10 | 20 | 106 | 19 | 18 | 11 | 4 | 15 |
| Croatian..... | 150 | 11 | 8 | 169 | 40 | 3 | 4 | 99 | 2 | | 2 | 1 | 1 |
| Dalmatian..... | 44 | | | 44 | | | | 44 | | | | | |
| Galician..... | 1,047 | 318 | 287 | 1,652 | 200 | 73 | 126 | 769 | 94 | 127 | 65 | 22 | 14 |
| Hungarian, N.E. | | | | | | | | | | | | | |
| S..... | 350 | 76 | 73 | 499 | 119 | 14 | 16 | 194 | 30 | 49 | 30 | 2 | |
| Magyar..... | 245 | 58 | 44 | 347 | 11 | 2 | | 222 | 21 | 16 | 9 | 2 | 3 |
| Ruthenian..... | 248 | 33 | 22 | 303 | 12 | | | 230 | 18 | 18 | 5 | | |
| Slovak..... | 120 | 14 | 12 | 146 | 4 | | | 112 | 1 | 2 | 3 | | |
| Belgian..... | 361 | 167 | 122 | 650 | 129 | 53 | 73 | 83 | 14 | 6 | 76 | 37 | 25 |
| Bulgarian..... | 178 | | 1 | 179 | 53 | | 1 | 121 | | | 2 | | |
| Brazilian..... | 3 | 2 | | 5 | 3 | 2 | | | | | | | |
| Chinese..... | 63 | 9 | 20 | 92 | 3 | | | 7 | | | | | |
| Dutch..... | 217 | 97 | 80 | 394 | 77 | 32 | 45 | 34 | 10 | 10 | 82 | 26 | 17 |
| French..... | 725 | 348 | 241 | 1,314 | 318 | 93 | 165 | 77 | 14 | 14 | 110 | 56 | 51 |
| German, N.E.S. | 809 | 488 | 502 | 1,889 | 258 | 163 | 307 | 241 | 63 | 123 | 211 | 65 | 56 |
| Alsace-Lorraine. | 1 | | | 1 | | | | | | | 1 | | |
| Bavarian..... | 1 | | | 1 | | | | | | | 1 | | |
| Prussian..... | 6 | 4 | 2 | 12 | 1 | | | 5 | 1 | 2 | | 1 | |
| English..... | 22,819 | 9,470 | 8,867 | 41,156 | 6,407 | 1,550 | 1,720 | 5,334 | 1,245 | 1,698 | 7,517 | 2,902 | 3,054 |
| Welsh..... | 324 | 193 | 75 | 592 | 88 | 18 | 19 | 70 | 16 | 20 | 74 | 19 | 14 |
| Scotch..... | 6,487 | 2,464 | 1,778 | 10,729 | 1,499 | 307 | 374 | 2,001 | 157 | 184 | 2,087 | 708 | 792 |
| Irish..... | 1,961 | 1,030 | 413 | 3,404 | 581 | 109 | 102 | 539 | 79 | 87 | 404 | 198 | 136 |
| West Indian.... | 26 | 27 | 11 | 64 | 1 | | | 6 | | | 8 | 3 | 7 |
| Bermudian..... | 8 | 2 | | 10 | | | | 1 | | | 3 | 1 | |
| Jamaican..... | 9 | 7 | | 16 | 1 | | | 1 | | | 3 | | |
| Greek..... | 489 | 22 | 34 | 545 | 39 | 2 | | 404 | 4 | 10 | 26 | 9 | 12 |
| Hebrew, N.E.S. | 212 | 179 | 153 | 544 | 15 | 7 | 14 | 48 | 19 | 10 | 127 | 103 | 92 |
| Russian.. | 2,238 | 1,641 | 1,923 | 5,802 | 131 | 67 | 113 | 435 | 156 | 260 | 1,491 | 888 | 1,027 |
| Polish.... | 32 | 9 | 8 | 49 | | | | 2 | | | 30 | 7 | 6 |
| Austrian.. | 67 | 40 | 49 | 146 | 6 | 3 | 9 | 23 | 3 | 4 | 30 | 21 | 12 |
| German.... | 18 | 11 | 14 | 43 | 3 | 1 | 4 | 2 | 1 | | 10 | 9 | 10 |
| Italian..... | 4,430 | 384 | 390 | 5,114 | 248 | 6 | 9 | 3,836 | 182 | 196 | 228 | 20 | 10 |
| Japanese..... | 1,766 | 242 | 34 | 2,042 | 444 | 31 | 2 | 241 | 15 | 6 | 46 | 5 | |
| Newfoundland.. | 819 | 167 | 43 | 1,029 | 2 | 1 | 1 | 735 | 10 | 7 | 26 | 6 | 1 |
| New Zealand.... | 23 | 7 | | 30 | 5 | 1 | | 3 | | | 9 | 1 | |
| Portuguese..... | 2 | | | 2 | 1 | | | 1 | | | | | |
| Poles, N.E.S.... | 106 | 21 | 17 | 144 | 9 | 2 | 4 | 75 | 4 | 5 | 19 | 6 | 4 |
| Austrian.. | 270 | 56 | 49 | 375 | 5 | 1 | 6 | 239 | 16 | 25 | 23 | 5 | 4 |
| German.... | 12 | 3 | 7 | 22 | 2 | 1 | 7 | 8 | | | | | |
| Russian.. | 345 | 72 | 75 | 492 | 25 | 2 | 3 | 212 | 19 | 31 | 89 | 22 | 26 |
| Persian..... | 26 | 2 | 3 | 31 | 20 | 1 | 2 | 1 | | | 4 | 1 | 1 |
| Romanian..... | 259 | 84 | 88 | 431 | 25 | 8 | 15 | 209 | 17 | 32 | 20 | 26 | 29 |
| Russian, N.E.S. | 999 | 425 | 503 | 1,927 | 275 | 85 | 188 | 466 | 88 | 135 | 185 | 94 | 73 |
| Finns..... | 774 | 205 | 70 | 1,049 | 72 | 4 | 3 | 636 | 44 | 53 | 31 | 12 | 6 |
| Spanish..... | 21 | 4 | 4 | 29 | 12 | 1 | | 3 | 1 | 4 | | | |
| Swiss..... | 68 | 28 | 16 | 112 | 19 | 5 | 13 | 17 | 2 | | 18 | 6 | 2 |
| Servian..... | 4 | | | 4 | 1 | | | | | | 2 | | |
| Danish..... | 149 | 92 | 56 | 297 | 44 | 17 | 23 | 49 | 8 | 11 | 43 | 11 | 10 |
| Icelandic..... | 17 | 12 | 17 | 46 | 5 | 5 | 10 | 8 | | 1 | 2 | 1 | 1 |
| Swedish..... | 600 | 258 | 219 | 1,077 | 138 | 35 | 78 | 343 | 55 | 73 | 79 | 23 | 42 |
| Norwegian..... | 484 | 227 | 165 | 876 | 134 | 39 | 56 | 249 | 38 | 43 | 77 | 28 | 30 |

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V.

Canada, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, 31, 1907).

OCCUPATION.

DESTINATION.

| Clerks, Traders, &c. | | | Miners. | | | Not Classified. | | | DESTINATION. | | | | | | | | | |
|----------------------|----------|-----------|---------|----------|-----------|------------------|--------|----------|--------------|---------------------|---------|----------|-----------|---------------|----------|-------------------|--------|--|
| Males. | Females. | Children. | Males. | Females. | Children. | Female Servants. | Males. | Females. | Children. | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. | |
| 5 | | 1 | | | | 1 | 3 | 1 | 2 | 3 | 4 | 10 | 6 | | | | | |
| 25 | 12 | 10 | 5 | 4 | 6 | 2 | 11 | 19 | 33 | 7 | 16 | 18 | 11 | 3 | 11 | 119 | | |
| 15 | 6 | 10 | 5 | 2 | 2 | 30 | 7 | 10 | 9 | 23 | 245 | 74 | 129 | 38 | 18 | 30 | | |
| | | | 7 | 10 | 13 | 8 | 1 | 3 | 4 | 20 | 5 | 6 | 6 | 14 | 16 | 27 | | |
| | | | 2 | | | 3 | | | | 7 | 48 | 36 | 79 | 53 | 5 | 1 | | |
| | | | | | | 3 | 9 | 2 | 3 | 2 | 16 | 114 | 26 | 2 | 7 | 7 | | |
| | | | | | | | | | | | 1 | 33 | 4 | | | 6 | | |
| 4 | 2 | 3 | 5 | 3 | 3 | 107 | 4 | 17 | 14 | 52 | 278 | 290 | 915 | 84 | 104 | 19 | | |
| 1 | | | 5 | 2 | | 20 | 1 | 8 | 8 | 45 | 40 | 168 | 97 | 116 | 26 | 7 | | |
| 1 | | | 2 | | | 15 | | 18 | 25 | 86 | 7 | 131 | 66 | 38 | 16 | 3 | | |
| | | | 1 | | | 10 | | 5 | 4 | 6 | 69 | 103 | 105 | 11 | 4 | 5 | | |
| | | | 1 | | | 8 | | 5 | 10 | 3 | 2 | 35 | 19 | 1 | 45 | 40 | 1 | |
| 29 | 8 | 1 | 38 | 12 | 9 | 31 | 15 | 12 | 8 | 49 | 233 | 20 | 207 | 31 | 85 | 25 | | |
| 1 | | | | | | | 1 | | | | 5 | 172 | 1 | | | 1 | | |
| | | | | | | | | | | | | | 5 | | | | | |
| 42 | 5 | 12 | | | | | 11 | 4 | 8 | 1 | 15 | 7 | 1 | | | 68 | | |
| 16 | 2 | | 2 | 1 | 1 | 16 | 6 | 10 | 7 | 23 | 58 | 86 | 170 | 27 | 18 | 12 | | |
| 85 | 25 | 22 | 7 | 1 | 2 | 37 | 128 | 122 | 47 | 33 | 594 | 111 | 349 | 127 | 77 | 23 | | |
| 69 | 11 | 14 | 11 | 7 | 23 | 101 | 28 | 78 | 69 | 43 | 257 | 218 | 820 | 354 | 174 | 22 | 1 | |
| | | | | | | | | | | | | | 1 | | | | | |
| | | | | | | | | | | | | | 2 | | | | | |
| | | | | | | | | | | | | | 9 | | | | | |
| 1,985 | 790 | 547 | 910 | 294 | 441 | 1,881 | 666 | 808 | 1,407 | 2,808 | 6,314 | 18,244 | 8,199 | 2,053 | 1,675 | 1,855 | 8 | |
| 33 | 10 | 6 | 48 | 5 | 9 | 24 | 11 | 11 | 7 | 16 | 74 | 205 | 122 | 16 | 17 | 42 | | |
| 590 | 203 | 130 | 250 | 118 | 263 | 759 | 150 | 212 | 125 | 1,071 | 2,007 | 3,782 | 2,359 | 481 | 497 | 529 | 3 | |
| 313 | 96 | 43 | 43 | 15 | 20 | 428 | 81 | 165 | 25 | 191 | 713 | 1,343 | 772 | 122 | 145 | 119 | | |
| 5 | | | | | | 17 | 6 | 7 | 4 | 33 | 6 | 24 | 1 | | | | | |
| 3 | | | | | | 1 | 1 | | | 9 | | | | | 1 | | | |
| 4 | | | | | | 7 | | | | 5 | 6 | 5 | | | | | | |
| 14 | 2 | 1 | | | | 3 | 6 | 2 | 11 | 16 | 215 | 294 | 4 | | | 16 | | |
| 20 | 11 | 17 | | | | 36 | 2 | 12 | 20 | 10 | 313 | 101 | 84 | 23 | 13 | | | |
| 139 | 135 | 242 | 14 | 5 | 3 | 220 | 28 | 170 | 278 | 211 | 2,864 | 1,784 | 814 | 42 | 57 | 30 | | |
| | | | | | | 1 | | 1 | 2 | 6 | 26 | 14 | 3 | | | | | |
| 7 | 2 | 1 | | | | 4 | 1 | 7 | 13 | 11 | 62 | 63 | 9 | 1 | | | | |
| 3 | | | | | | | | | | 1 | 17 | 1 | 24 | | | | | |
| 34 | 5 | 2 | 67 | 2 | 1 | 87 | 17 | 82 | 82 | 145 | 1,725 | 2,274 | 90 | 5 | 110 | 765 | | |
| 492 | 46 | 4 | 5 | | | 23 | 538 | 122 | 22 | 2 | | 1 | | | | 1,038 | | |
| 12 | 1 | | 32 | | | 46 | 12 | 103 | 34 | 969 | 21 | 25 | 2 | | 1 | 10 | 1 | |
| 4 | 1 | | 2 | | | 2 | | 2 | | | 2 | 8 | 8 | | 2 | 19 | | |
| | | | | | | | | | | | 1 | | 1 | | | | | |
| | | | 3 | | | 6 | | 3 | 4 | 1 | 64 | 35 | 43 | | 1 | | | |
| | | | 2 | | | 21 | 1 | 13 | 14 | 24 | 108 | 75 | 121 | 14 | 31 | 2 | | |
| | | | 2 | | | 1 | | | | 3 | 1 | 6 | 12 | | | | | |
| 10 | 3 | 6 | 6 | 1 | | 17 | 3 | 8 | 9 | 20 | 210 | 188 | 62 | | 7 | 5 | | |
| 1 | | | | | | | | | | 1 | 6 | | 24 | | | | | |
| 5 | 3 | 4 | | | | 27 | | 3 | 8 | 4 | 270 | 73 | 45 | 39 | | | | |
| 33 | 19 | 33 | 20 | 1 | 3 | 93 | 20 | 45 | 71 | 72 | 507 | 339 | 580 | 246 | 40 | 141 | 2 | |
| | | | 31 | 3 | 2 | 138 | 4 | 4 | 4 | 23 | 66 | 847 | 15 | 15 | 34 | 40 | | |
| 4 | | | | | | 1 | 2 | 1 | | | 11 | 6 | 11 | | | 1 | | |
| 8 | | | | | | 8 | 6 | 7 | 1 | 2 | 35 | 29 | 23 | 6 | 13 | 4 | | |
| 1 | | | | | | | | | | | 2 | | 1 | | | | | |
| 11 | 1 | | 2 | 1 | 3 | 48 | | 6 | 9 | 6 | 89 | 43 | 89 | 20 | 42 | 8 | | |
| 1 | | | | | | 6 | 1 | | 5 | | 2 | | 42 | | 2 | | | |
| 6 | 3 | 3 | 30 | 4 | 4 | 127 | 4 | 11 | 19 | 59 | 86 | 368 | 271 | 98 | 97 | 98 | | |
| 11 | 1 | | 7 | 6 | 4 | 102 | 6 | 13 | 32 | 49 | 71 | 243 | 198 | 112 | 72 | 131 | | |

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant Arrivals for ending March

| Nationality. | TRADE OR | | | | | | | | | | | | |
|-----------------------------|----------|----------|-----------|---------|--------------------------------------|----------|-----------|-----------------------|----------|-----------|------------|----------|-----------|
| | SEX. | | | | Farmers, or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | |
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. |
| Turks | 209 | 15 | 8 | 232 | 36 | | | 152 | 5 | 5 | 10 | 1 | |
| Armenians | 148 | 35 | 25 | 208 | 13 | 2 | | 96 | 7 | 10 | 21 | 6 | 3 |
| Egyptians | 4 | 2 | 4 | 10 | | | | 1 | | | 1 | | |
| Syrians | 132 | 81 | 64 | 277 | 13 | 9 | 13 | 70 | 19 | 19 | 15 | 10 | 4 |
| Arabians | 18 | 10 | 3 | 31 | | | | 9 | 3 | | 1 | 1 | 2 |
| U. S. A. Citizens | 53 | 17 | 19 | 89 | 8 | 4 | 7 | 19 | 2 | 5 | 12 | 5 | 1 |
| Negro | 66 | 37 | 5 | 108 | 2 | | | 17 | 1 | | 39 | 6 | 1 |
| India | 2,120 | 2 | 2 | 2,124 | 256 | | | 1,811 | | | 1 | 1 | |
| Totals | 53,875 | 19,311 | 16,822 | 90,008 | 11,887 | 2,785 | 3,519 | 20,969 | 2,502 | 3,336 | 13,483 | 5,405 | 5,526 |

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V.

Canada, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, 31, 1907).

| OCCUPATION. | | | | | | | | | | DESTINATION. | | | | | | | |
|-------------------------|----------|-----------|---------|----------|-----------|------------------|-----------------|----------|-----------|------------------------|---------|----------|-----------|---------------|----------|-------------------|--------|
| Clerks, Traders, &c. | | | Miners. | | | Female Servants. | Not Classified. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| Males. | Females. | Children. | Males. | Females. | Children. | | Males. | Females. | Children. | | | | | | | | |
| 6 | 1 | ..... | ..... | ..... | ..... | 7 | 5 | 1 | 3 | 16 | 43 | 163 | ..... | ..... | ..... | 10 | |
| 14 | 4 | 2 | ..... | ..... | ..... | 3 | 4 | 13 | 10 | 53 | 75 | 73 | ..... | ..... | ..... | 4 | |
| 1 | 2 | 4 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 6 | 3 | 1 | ..... | ..... | ..... | ..... |  |
| 32 | 16 | 16 | ..... | ..... | ..... | 12 | 2 | 15 | 12 | 137 | 96 | 23 | 4 | 16 | ..... | 1 | |
| 8 | 3 | 1 | ..... | ..... | ..... | 3 | ..... | ..... | ..... | 1 | 27 | 3 | ..... | ..... | ..... | ..... |  |
| 6 | 1 | ..... | 2 | 1 | 1 | 1 | 6 | 3 | 5 | 24 | 16 | 15 | 5 | 14 | 5 | 10 | |
| 4 | ..... | ..... | ..... | ..... | ..... | 28 | 4 | 2 | 4 | 79 | 7 | 20 | 1 | ..... | ..... | 1 | |
| 14 | 1 | 2 | ..... | ..... | ..... | ..... | 58 | ..... | ..... | ..... | 5 | 5 | 1 | ..... | 1 | 2,112 | |
| 4,118 | 1,431 | 1,137 | 1,567 | 498 | 813 | 4,583 | 1,851 | 2,107 | 2,491 | 6,491 | 18,093 | 32,265 | 17,036 | 4,257 | 3,474 | 8,495 | |

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PORT OF NORTH SYDNEY.

The collection of immigration statistics at this port is new. According to the returns received by the department for the last three months of the fractional fiscal year, there arrived at the port of North Sydney, 2,013 passengers, of whom 626 travelled saloon and 1,387 steerage. Of the saloon passengers 541 were destined to Canada and 85 to the United States. Of the steerage passengers 1,117 were for Canada and 270 for the United States. Included in the steerage passengers for Canada were 94 returned Canadians and 11 tourists, leaving the immigration proper at 1,012 souls.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|-------------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| African, South | 1 | | | 1 | | | | | 1 | | | 1 |
| Chinese | 1 | | | 1 | | | | | 1 | | | 1 |
| French | | | | | 1 | | | 1 | | | | |
| English | 38 | 3 | | 41 | 1 | | | 1 | 39 | 3 | | 42 |
| Scotch | 12 | | | 12 | | | | | 12 | | | 12 |
| Irish | 4 | 1 | | 5 | | | | | 4 | 1 | | 5 |
| West Indian | 2 | | | 2 | | | | | 2 | | | 2 |
| Jamaican | | | | | 1 | | | 1 | 1 | | | 1 |
| Italian | 1 | | | 1 | | | | | 1 | | | 1 |
| Newfoundland | 176 | 45 | 3 | 224 | 36 | 9 | 2 | 47 | 212 | 54 | 5 | 271 |
| Russian | 1 | | | 1 | | | | | 1 | | | 1 |
| Spanish | 2 | 1 | | 3 | | | | | 2 | 1 | | 3 |
| Danish | 1 | | | 1 | | | | | 1 | | | 1 |
| Swedish | 3 | | | 3 | | | | | 3 | | | 3 |
| Norwegian | 1 | | | 1 | | | | | 1 | | | 1 |
| Syrian | 3 | 1 | | 4 | | | | | 3 | 1 | | 4 |
| U. S. A. Citizens | 33 | 20 | | 53 | 22 | 3 | 2 | 27 | 55 | 23 | 2 | 80 |
| Canadians | 153 | 16 | 2 | 171 | | | | | 153 | 16 | 2 | 171 |
| Tourists | 15 | 2 | | 17 | 6 | 2 | | 8 | 21 | 4 | | 25 |
| Totals | 447 | 89 | 5 | 541 | 67 | 14 | 4 | 85 | 514 | 103 | 9 | 626 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|--------------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Austrian | | | | | 4 | | | 4 | 4 | | | 4 |
| Chinese | 2 | | | 2 | | | | | 2 | | | 2 |
| French | 5 | | | 5 | | | | | 5 | | | 5 |
| German | 4 | | | 4 | 4 | 2 | 2 | 8 | 8 | 2 | 2 | 12 |
| English | 10 | | | 10 | | | | | 10 | | | 10 |
| Welsh | 2 | | | 2 | | | | | 2 | | | 2 |
| Scotch | 1 | | | 1 | | | | | 1 | | | 1 |
| Irish | 3 | | | 3 | 2 | | | 2 | 5 | | | 5 |
| Greek | 1 | | | 1 | | | | | 1 | | | 1 |
| Newfoundland | 738 | 88 | 25 | 851 | 100 | 69 | 2 | 180 | 847 | 157 | 27 | 1,031 |
| Persian | 1 | | | 1 | | | | | 1 | | | 1 |
| Russian | 4 | 6 | 8 | 18 | 9 | 6 | 2 | 17 | 13 | 12 | 10 | 35 |
| Danish | 1 | | | 1 | | | | | 1 | | | 1 |
| Norwegian | 2 | | | 2 | | | | | 2 | | | 2 |
| Turks | 3 | | | 3 | 4 | | | 4 | 7 | | | 7 |
| Armenians | 25 | 11 | 2 | 38 | 23 | 3 | | 26 | 48 | 14 | 2 | 64 |
| Egyptians | | | | | 1 | | | 1 | 1 | | | 1 |
| Syrians | 33 | 16 | 10 | 59 | 4 | 3 | | 7 | 37 | 19 | 10 | 66 |
| U.S.A. Citizens | 10 | 1 | | 11 | 6 | | 4 | 10 | 16 | 1 | 4 | 21 |
| Total immigration | 845 | 122 | 45 | 1,012 | 166 | 83 | 10 | 259 | 1,011 | 205 | 55 | 1,271 |
| Returned Canadians | 93 | 1 | | 94 | | | | | 93 | 1 | | 94 |
| Tourists | 8 | 3 | | 11 | 9 | 1 | 1 | 11 | 17 | 4 | 1 | 22 |
| Totals | 946 | 126 | 45 | 1,117 | 175 | 84 | 11 | 270 | 1,121 | 210 | 56 | 1,387 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | Jan. | Feb. | March. | Totals. |
|------------------------|------|------|--------|---------|
| Chinese..... | 1 | 1 | | 2 |
| French..... | 5 | | | 5 |
| German..... | 4 | | | 4 |
| English..... | 7 | 3 | | 10 |
| Welsh..... | 2 | | | 2 |
| Scotch..... | | 1 | | 1 |
| Irish..... | 2 | 1 | | 3 |
| Greek..... | 1 | | | 1 |
| Newfoundland..... | 523 | 126 | 202 | 851 |
| Persian..... | 1 | | | 1 |
| Russian..... | 18 | | | 18 |
| Danish..... | 1 | | | 1 |
| Norwegian..... | 2 | | | 2 |
| Turks..... | 3 | | | 3 |
| Armenians..... | 38 | | | 38 |
| Syrians..... | 59 | | | 59 |
| U. S. A. citizens..... | 9 | 2 | | 11 |
| Totals..... | 676 | 134 | 202 | 1,012 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | Jan. | Feb. | March. | Totals. |
|-------------------------|------------|------------|------------|--------------|
| Agriculturists..... | | | | |
| General labourers..... | 486 | 80 | 199 | 766 |
| Mechanics..... | 13 | 7 | | 20 |
| Clerks..... | 60 | 4 | 1 | 65 |
| Miners..... | 2 | 27 | | 29 |
| Female servants..... | 6 | 5 | | 11 |
| Not classed..... | 109 | 11 | 11 | 131 |
| Totals..... | 676 | 134 | 202 | 1,012 |
| Maritime Provinces..... | 633 | 120 | 184 | 937 |
| Quebec..... | 12 | 10 | 3 | 25 |
| Ontario..... | 21 | 1 | 7 | 29 |
| Manitoba..... | | 2 | 1 | 3 |
| Saskatchewan..... | | | | |
| Alberta..... | | 1 | | 1 |
| British Columbia..... | 10 | | 6 | 16 |
| Yukon..... | | | 1 | 1 |
| Totals..... | 676 | 134 | 202 | 1,012 |

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TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant arrivals for
(9 months, ending

| Nationality. | SEX. | | | | TRADE OR | | | | | | | | | |
|------------------------|--------|----------|-----------|---------|--|----------|-----------|-----------------------|----------|-----------|------------|----------|-----------|--|
| | | | | | Farmers or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | | |
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. | |
| Chinese..... | 2 | | | 2 | | | | | | | | | | |
| French..... | 5 | | | 5 | | | | 4 | | | | | | |
| German..... | 4 | | | 4 | | | | 1 | | | 2 | | | |
| English..... | 10 | | | 10 | | | | 9 | | | | | | |
| Welsh..... | 2 | | | 2 | | | | 2 | | | | | | |
| Scotch..... | 1 | | | 1 | | | | 1 | | | | | | |
| Irish..... | 3 | | | 3 | | | | 2 | | | | | | |
| Greek..... | 1 | | | 1 | | | | | | | | | | |
| Newfoundland..... | 738 | 88 | 25 | 851 | | | | 687 | 8 | 5 | 9 | 5 | 1 | |
| Persian..... | 1 | | | 1 | | | | | | | 1 | | | |
| Russian..... | 4 | 6 | 8 | 18 | | | | | | | | | | |
| Danish..... | 1 | | | 1 | | | | 1 | | | | | | |
| Norwegian..... | 2 | | | 2 | | | | 1 | | | | | | |
| Turks..... | 3 | | | 3 | | | | 1 | | | | | | |
| Armenians..... | 25 | 11 | 2 | 38 | | | | 13 | | | 1 | | | |
| Syrians..... | 33 | 16 | 10 | 59 | | | | 11 | | | | | | |
| U. S. A. Citizens..... | 10 | 1 | | 11 | | | | 9 | 1 | | 1 | | | |
| Totals..... | 845 | 122 | 45 | 1,012 | | | | 742 | 9 | 5 | 14 | 5 | 1 | |

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V.

Canada at the Port of North Sydney for the Fractional Fiscal Year 1906-7
March 31, 1907).

| OCCUPATION. | | | | | | | | | | DESTINATION. | | | | | | | |
|-------------------------|----------|-----------|---------|----------|-----------|------------------|--------------|----------|-----------|------------------------|---------|----------|-----------|---------------|----------|----------------------|--------|
| Clerks, Traders, &c. | | | Miners. | | | Female Servants. | Not Classed. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| Males. | Females. | Children. | Males. | Females. | Children. | | Males. | Females. | Children. | | | | | | | | |
| 1 | | | | | | | | | 1 | 1 | | | | | | | |
| | | | | | | | | | 5 | | | | | | | | |
| | | | | | | | | | 4 | | | | | | | | |
| 1 | | | | | | | | | 1 | | | 1 | | | | | |
| | | | | | | | | | 9 | | | | | | | | |
| | | | | | | | | | 2 | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | |
| | | | 1 | | | | | | 3 | | | | | | | | |
| 1 | | | | | | | | | 1 | | | | | | | | |
| 8 | 1 | | 28 | | | 11 | 6 | 63 | 19 | 797 | 20 | 20 | 2 | | 1 | 10 | 1 |
| | | | | | | | | | | 1 | | | | | | | |
| | 2 | 2 | | | | | 2 | 4 | 6 | 11 | 2 | | | | | 5 | |
| | | | | | | | | | | 1 | | | | | | | |
| | | | | | | | 1 | | | 1 | | | | | | | |
| | | | | | | | | | | 2 | | | | | | 1 | |
| 2 | | | | | | | | | | 2 | | 1 | | | | | |
| 10 | 3 | | | | | | 1 | 8 | 2 | 23 | 2 | 8 | | | | | |
| 21 | 8 | 3 | | | | | 1 | 8 | 7 | 59 | | | | | | | |
| | | | | | | | | | | 11 | | | | | | | |
| 46 | 14 | 5 | 29 | | | 11 | 14 | 83 | 34 | 937 | 25 | 29 | 3 | | 1 | 16 | 1 |

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PORT OF HALIFAX.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907) there arrived at the port of Halifax 28,348 passengers, of whom 5,742 travelled saloon and 22,606 steerage. Of the saloon passengers 5,711 were destined to Canada and 31 to the United States. Of the steerage passengers 20,077 were for Canada and 2,529 for the United States. Included in the steerage passengers for Canada were 1,683 returned Canadians and 202 tourists, leaving the immigration proper at 18,192 souls, an increase over the corresponding nine months of the previous fiscal year of 5,087 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Halifax for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|---------------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Austrian | 3 | | | 3 | | | | | 3 | | | 3 |
| Belgian | 1 | | | 1 | | | | | 1 | | | 1 |
| French | 4 | 1 | | 5 | | | | | 4 | 1 | | 5 |
| German | 2 | | | 2 | | | | | 2 | | | 2 |
| English | 185 | 73 | 16 | 274 | | | | | 185 | 73 | 16 | 274 |
| Welsh | 1 | | | 1 | | | | | 1 | | | 1 |
| Scotch | 24 | 5 | | 29 | | | | | 24 | 5 | | 29 |
| Irish | 8 | 4 | | 12 | | | | | 8 | 4 | | 12 |
| West Indian | 1 | 4 | | 5 | | | | | 1 | 4 | | 5 |
| Bermudian | | 3 | | 3 | | | | | | 3 | | 3 |
| Jamaican | | 2 | 1 | 3 | | | | | | 2 | 1 | 3 |
| Newfoundland | 26 | 39 | 6 | 71 | 5 | 12 | 4 | 21 | 31 | 51 | 10 | 92 |
| New Zealand | 1 | 1 | 3 | 5 | | | | | 1 | 1 | 3 | 5 |
| Norwegian | | 1 | | 1 | | | | | | 1 | | 1 |
| U.S.A. Citizens | 186 | 140 | 14 | 340 | 7 | 1 | | 8 | 193 | 141 | 14 | 348 |
| Canadians | 1,138 | 1,171 | 112 | 2,421 | 1 | 1 | | 2 | 1,139 | 1,172 | 112 | 2,423 |
| Tourists | 1,285 | 1,142 | 108 | 2,535 | | | | | 1,285 | 1,142 | 108 | 2,535 |
| Totals | 2,865 | 2,586 | 260 | 5,711 | 13 | 14 | 4 | 31 | 2,878 | 2,600 | 264 | 5,742 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Halifax for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|--------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| African, South | 4 | | | 4 | | | | | 4 | | | 4 |
| Australian | 7 | 2 | 3 | 12 | 1 | 1 | | 2 | 8 | 3 | 3 | 14 |
| Austrian, N. E. S. | 21 | 5 | 11 | 37 | 15 | 9 | 9 | 33 | 36 | 14 | 20 | 70 |
| Buckowinian. | 1 | 1 | | 2 | | | | | 1 | 1 | | 2 |
| Croatian | | | | | 1 | | | 1 | 1 | | | 1 |
| Galician | 30 | 7 | 4 | 41 | | | | | 30 | 7 | 4 | 41 |
| Hungarian | 2 | 1 | 1 | 4 | 1 | 1 | 2 | 4 | 3 | 2 | 3 | 8 |
| Belgian | 57 | 20 | 14 | 91 | 19 | 7 | 9 | 35 | 76 | 27 | 23 | 126 |
| Bulgarian | 33 | | 1 | 34 | 70 | | | 70 | 103 | | 1 | 104 |
| Brazilian | 3 | 2 | | 5 | | | | | 3 | 2 | | 5 |
| Chinese | 10 | | | 10 | | | | | 10 | | | 10 |
| Dutch | 110 | 44 | 33 | 187 | 8 | | | 8 | 118 | 44 | 33 | 195 |
| French | 146 | 31 | 22 | 199 | 13 | 2 | | 15 | 159 | 33 | 22 | 214 |
| German, N. E. S. | 121 | 59 | 89 | 269 | 29 | 15 | 25 | 69 | 159 | 74 | 114 | 338 |
| Bavarian. | 1 | | | 1 | | | | | 1 | | | 1 |
| English | 6,771 | 1,630 | 1,467 | 9,868 | 111 | 42 | 7 | 160 | 6,882 | 1,672 | 1,474 | 10,028 |
| Welsh | 48 | 6 | 3 | 57 | 4 | 1 | | 5 | 52 | 7 | 3 | 62 |
| Scotch | 2,636 | 516 | 416 | 3,568 | 31 | 9 | 16 | 56 | 2,667 | 525 | 432 | 3,624 |
| Irish | 389 | 118 | 59 | 566 | 16 | 6 | 2 | 24 | 405 | 124 | 61 | 590 |
| West Indian | 6 | 5 | 7 | 18 | 1 | | | 1 | 7 | 5 | 7 | 19 |
| Bermudian | 3 | | | 3 | | | | | 3 | | | 3 |
| Jamaican | 2 | 4 | | 6 | | | | | 2 | 4 | | 6 |
| Greek | 160 | 6 | 8 | 174 | 99 | 2 | 1 | 102 | 259 | 8 | 9 | 276 |
| Hebrew, N. E. S. | 46 | 37 | 36 | 119 | 2 | 2 | 6 | 10 | 48 | 39 | 42 | 129 |
| " Russian | 385 | 302 | 315 | 1,002 | 11 | 9 | 8 | 28 | 396 | 311 | 323 | 1,030 |
| " Polish | 21 | 8 | 6 | 35 | 1 | | | 1 | 22 | 8 | 6 | 36 |
| " Austrian | 14 | 7 | 1 | 22 | | | | | 14 | 7 | 1 | 22 |
| " German | 3 | 1 | | 4 | | | | | 3 | 1 | | 4 |
| Italian | 257 | 13 | 6 | 276 | 27 | 8 | 5 | 40 | 284 | 21 | 11 | 316 |
| Newfoundland | 80 | 78 | 18 | 176 | 59 | 50 | 21 | 130 | 139 | 128 | 39 | 306 |
| New Zealand | 2 | | | 2 | | | | | 2 | | | 2 |
| Poles, N. E. S. | 8 | 1 | | 9 | 14 | 2 | | 16 | 22 | 3 | | 25 |
| " Austrian | 2 | | | 2 | | | | | 2 | | | 2 |
| " Russian | 26 | 7 | 8 | 41 | 2 | | | 2 | 28 | 7 | 8 | 43 |
| Persian | 24 | 2 | 3 | 29 | 7 | 1 | | 8 | 31 | 3 | 3 | 37 |
| Roumanian | 2 | 5 | | 7 | 6 | 2 | | 8 | 8 | 7 | | 15 |
| Russian, N. E. S. | 222 | 62 | 58 | 342 | 377 | 73 | 49 | 499 | 599 | 135 | 107 | 841 |
| Finns | 208 | 45 | 9 | 262 | 459 | 105 | 30 | 594 | 667 | 150 | 39 | 856 |
| Spanish | 1 | | | 1 | | | | | 1 | | | 1 |
| Swiss | 14 | 6 | | 20 | 1 | | | 1 | 15 | 6 | | 21 |
| Servian | 1 | | | 1 | | | | | 1 | | | 1 |
| Danish | 27 | 14 | 4 | 45 | 32 | 11 | 7 | 50 | 59 | 25 | 11 | 95 |
| Swedish | 96 | 27 | 22 | 145 | 82 | 20 | 7 | 109 | 178 | 47 | 29 | 254 |
| Norwegian | 112 | 14 | 13 | 139 | 198 | 53 | 20 | 271 | 310 | 67 | 33 | 410 |
| Turks | 40 | | | 40 | 72 | 1 | | 73 | 112 | 1 | | 113 |
| Armenians | 80 | 21 | 21 | 122 | 4 | 2 | 6 | 12 | 84 | 23 | 27 | 134 |
| Egyptians | 2 | 1 | 4 | 7 | | | | | 2 | 1 | 4 | 7 |
| Syrians | 57 | 30 | 21 | 108 | 15 | 5 | 6 | 26 | 72 | 35 | 27 | 134 |
| Arabians | 5 | 2 | | 7 | | | | | 5 | 2 | | 7 |
| U. S. A. Citizens | 9 | 3 | 3 | 15 | 42 | 6 | 8 | 56 | 51 | 9 | 11 | 71 |
| Negro | 48 | 8 | 1 | 57 | 4 | | | 4 | 52 | 8 | 1 | 61 |
| India | 1 | | | 1 | | | | | 1 | | | 1 |
| Total Immigration | 12,354 | 3,151 | 2,687 | 18,192 | 1,834 | 445 | 244 | 2,523 | 14,188 | 3,596 | 2,931 | 20,715 |
| Returned Canadians | 1,311 | 247 | 125 | 1,683 | | | | | 1,311 | 247 | 125 | 1,683 |
| Tourist | 140 | 54 | 8 | 202 | 4 | 2 | | 6 | 144 | 56 | 8 | 208 |
| Totals | 13,805 | 3,452 | 2,820 | 20,077 | 1,838 | 447 | 244 | 2,529 | 15,643 | 3,899 | 3,064 | 22,606 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of Halifax, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | July. | August. | September. | October. | November. | December. | January. | February. | March. | Totals. |
|----------------------|-------|---------|------------|----------|-----------|-----------|----------|-----------|--------|---------|
| African, South..... | | | | | | | | 1 | 3 | 4 |
| Australian..... | 2 | 1 | | | 1 | 1 | | 2 | 5 | 12 |
| Austrian, N.E.S..... | | | | | 2 | 15 | 7 | 4 | 9 | 37 |
| Buckowinian..... | 1 | | | | 1 | | | 1 | | 2 |
| Galician..... | | | 2 | | 6 | 6 | 4 | 7 | 16 | 41 |
| Hungarian..... | 2 | | | | | | 1 | | 1 | 4 |
| Belgian..... | | | 4 | 12 | | 7 | 18 | 10 | 40 | 91 |
| Bulgarian..... | | | | | | 22 | 2 | | 10 | 34 |
| Brazilian..... | | | | | | 5 | | | | 5 |
| Chinese..... | | | | | | | | 10 | | 10 |
| Dutch..... | | 5 | | | 4 | 11 | 11 | 8 | 148 | 187 |
| French..... | | | | | | 44 | 18 | 29 | 108 | 199 |
| German, N.E.S..... | 1 | | 1 | | 6 | 87 | 115 | 18 | 41 | 269 |
| Bavarian..... | | | | | | 1 | | | | 1 |
| English..... | 165 | 284 | 242 | 40 | 324 | 616 | 381 | 828 | 6,988 | 9,868 |
| Welsh..... | | | 1 | | 1 | 6 | 5 | 5 | 39 | 57 |
| Scotch..... | 91 | 58 | 47 | 58 | 89 | 245 | 329 | 404 | 2,247 | 3,568 |
| Irish..... | 5 | 25 | 8 | 11 | 22 | 53 | 29 | 58 | 355 | 566 |
| West Indian..... | 4 | 3 | 8 | 1 | | | 1 | | 1 | 18 |
| Bermudian..... | 1 | | 1 | | | | 1 | | | 3 |
| Jamaican..... | | | 6 | | | | | | | 6 |
| Greek..... | | | | | | 21 | 26 | 33 | 94 | 174 |
| Hebrew, N.E.S..... | 2 | | 4 | | 1 | 19 | 57 | 15 | 21 | 119 |
| " Russian..... | 2 | | 4 | | 114 | 347 | 189 | 158 | 188 | 1,002 |
| " Polish..... | 1 | | 1 | | | 10 | 10 | 7 | 6 | 35 |
| " Austrian..... | | | 1 | | 1 | 11 | 3 | 3 | 3 | 22 |
| " German..... | | | | | | | | 2 | 2 | 4 |
| Italian..... | 1 | 1 | | | | 77 | 35 | 44 | 118 | 276 |
| Newfoundland..... | 40 | 25 | 40 | 33 | 13 | 10 | 10 | 1 | 4 | 176 |
| New Zealand..... | | | | | | | | | | 2 |
| Poles, N.E.S..... | | | | | | 1 | | 2 | 6 | 9 |
| " Austrian..... | | | | | | 1 | | 1 | | 2 |
| " Russian..... | | | | | | 4 | 6 | 12 | 19 | 41 |
| Persian..... | | 5 | | | | | 24 | | | 29 |
| Roumanian..... | | | | | 2 | 4 | | | 1 | 7 |
| Russian, N.E.S..... | | | | | 5 | 27 | 34 | 147 | 129 | 342 |
| Finns..... | 3 | | 1 | | 35 | 75 | 36 | 35 | 77 | 262 |
| Spanish..... | | | | | | | 1 | | | 1 |
| Swiss..... | | | | | 1 | 1 | 5 | 5 | 8 | 20 |
| Servian..... | | | | | | 1 | | | | 1 |
| Danish..... | | | | | 10 | 7 | 10 | 8 | 10 | 45 |
| Swedish..... | | | 6 | 1 | 18 | 36 | 8 | 7 | 69 | 145 |
| Norwegian..... | | | | | 18 | 7 | 9 | 20 | 85 | 139 |
| Turks..... | | | | | | 1 | 7 | 24 | 8 | 40 |
| Armenians..... | | 11 | | | 2 | 8 | 13 | 65 | 23 | 122 |
| Egyptians..... | | | | | | | | 1 | 6 | 7 |
| Syrians..... | 3 | 1 | | | 20 | 36 | 15 | 20 | 13 | 108 |
| Arabians..... | | | | | | 2 | 4 | 1 | | 7 |
| U.S.A. Citizens..... | 3 | 2 | 4 | | 2 | 2 | | | 2 | 15 |
| Negro..... | 47 | | | 8 | 2 | | | | | 57 |
| India..... | | | | | | | | | 1 | 1 |
| Totals..... | 373 | 421 | 381 | 164 | 700 | 1,828 | 1,423 | 1,996 | 10,906 | 18,192 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of Halifax for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | March. | Totals. |
|--------------------------|-------|------|-------|------|------|-------|-------|-------|--------|---------|
| Agriculturists | 24 | 16 | 14 | 9 | 69 | 319 | 286 | 403 | 3,670 | 4,810 |
| General labourers | 52 | 32 | 26 | 19 | 109 | 407 | 374 | 650 | 3,148 | 4,817 |
| Mechanics | 78 | 66 | 62 | 9 | 238 | 622 | 502 | 510 | 2,772 | 4,853 |
| Clerks | 16 | 3 | 11 | 3 | 48 | 160 | 129 | 159 | 518 | 1,047 |
| Miners | 154 | 260 | 188 | 88 | 135 | 112 | 39 | 76 | 171 | 1,223 |
| Female servants | 8 | 27 | 24 | 17 | 60 | 117 | 42 | 91 | 322 | 708 |
| Not classed | 41 | 23 | 56 | 19 | 41 | 91 | 51 | 107 | 305 | 734 |
| Totals | 373 | 421 | 381 | 164 | 700 | 1,828 | 1,423 | 1,996 | 10,906 | 18,192 |
| Maritime Provinces | 366 | 409 | 367 | 155 | 288 | 297 | 187 | 223 | 1,403 | 3,695 |
| Quebec | | 6 | 2 | 3 | 121 | 520 | 345 | 587 | 957 | 2,541 |
| Ontario | 2 | 5 | 8 | 6 | 176 | 631 | 516 | 639 | 4,439 | 6,422 |
| Manitoba | 5 | 1 | 3 | | 81 | 227 | 221 | 373 | 2,838 | 3,749 |
| Saskatchewan | | | | | 17 | 55 | 87 | 74 | 590 | 823 |
| Alberta | | | | | 7 | 58 | 40 | 44 | 416 | 565 |
| British Columbia | | | 1 | | 10 | 40 | 27 | 56 | 263 | 397 |
| Yukon | | | | | | | | | | |
| Totals | 373 | 421 | 381 | 164 | 700 | 1,828 | 1,423 | 1,996 | 10,906 | 18,192 |

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals
(9 months, ending

TRADE CR

| Nationality. | SEX. | | | Totals. | Farmers or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | |
|----------------------|---------------------|----------|-----------|---------|--|----------|-----------|-----------------------|----------|-----------|------------|----------|-----------|
| | Males. | Females. | Children. | | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. |
| | African, South..... | 4 | | | | 4 | 2 | | | | | | |
| Australian..... | 7 | 2 | 3 | 12 | 3 | 1 | 2 | | | | | | |
| Austrian, N.E.S..... | 21 | 5 | 11 | 37 | 3 | | | 6 | | 7 | 2 | 3 | |
| Buckowinian..... | 1 | 1 | | 2 | 1 | 1 | | | | | | | |
| Galician..... | 30 | 7 | 4 | 41 | 16 | 1 | 2 | 7 | 2 | 2 | 5 | 1 | |
| Hungarian..... | 2 | 1 | 1 | 4 | | | | 2 | 1 | 1 | | | |
| Belgian..... | 57 | 20 | 14 | 91 | 27 | 8 | 6 | 4 | 1 | 1 | 9 | 2 | |
| Bulgarian..... | 33 | | 1 | 34 | 10 | | 1 | 23 | | | | | |
| Brazilian..... | 3 | 2 | | 5 | 3 | 2 | | | | | | | |
| Chinese..... | 10 | | | 10 | | | | | | | | | |
| Dutch..... | 110 | 44 | 33 | 187 | 42 | 16 | 20 | 11 | 4 | 4 | 48 | 7 | |
| French..... | 146 | 31 | 22 | 199 | 76 | 15 | 11 | 22 | 3 | 2 | 15 | 1 | |
| German, N.E.S..... | 121 | 59 | 89 | 269 | 57 | 36 | 68 | 25 | 1 | 5 | 28 | 11 | |
| Bavarian..... | 1 | | | 1 | | | | | | | 1 | | |
| English..... | 9,771 | 1,630 | 1,467 | 9,868 | 2,272 | 384 | 447 | 1,677 | 169 | 204 | 1,906 | 403 | |
| Welsh..... | 48 | 6 | 3 | 57 | 18 | 3 | 3 | 9 | | | 9 | | |
| Scotch..... | 2,636 | 516 | 416 | 3,568 | 477 | 80 | 83 | 1,364 | 25 | 19 | 524 | 111 | |
| Irish..... | 389 | 118 | 59 | 566 | 93 | 18 | 19 | 156 | 7 | 4 | 65 | 16 | |
| West Indian..... | 6 | 5 | 7 | 18 | | | | 4 | | | 1 | 2 | |
| Bermudian..... | 3 | | | 3 | | | | 1 | | | 1 | | |
| Jamaican..... | 2 | 4 | | 6 | 1 | | | 1 | | | | | |
| Greek..... | 160 | 6 | 8 | 174 | 28 | | | 123 | 1 | 4 | 8 | 4 | |
| Hebrew, N.E.S..... | 46 | 37 | 36 | 119 | 5 | | | 2 | | | 36 | 25 | |
| Russian..... | 385 | 302 | 315 | 1,002 | 33 | 13 | 18 | 19 | 16 | 24 | 303 | 218 | |
| Polish..... | 21 | 8 | 6 | 35 | | | | 1 | | | 20 | 6 | |
| Austrian..... | 14 | 7 | 1 | 22 | 1 | | | 1 | | | 12 | 6 | |
| German..... | 3 | 1 | | 4 | | | | 1 | | | 2 | 1 | |
| Italian..... | 257 | 13 | 6 | 276 | 42 | | | 168 | 9 | 5 | 25 | | |
| Newfoundland..... | 80 | 78 | 18 | 176 | 2 | 1 | 1 | 47 | 2 | 2 | 17 | | |
| New Zealand..... | 2 | | | 2 | 1 | | | | | | 1 | | |
| Poles, N.E.S..... | 8 | 1 | | 9 | 1 | | | 6 | | | | 1 | |
| Austrian..... | 2 | | | 2 | | | | | | | 1 | | |
| Russian..... | 26 | 7 | 8 | 41 | 4 | | | 6 | | | 15 | 4 | |
| Persian..... | 24 | 2 | 3 | 29 | 20 | 1 | 2 | 1 | | | 3 | 1 | |
| Romanian..... | 2 | 5 | | 7 | 2 | 1 | | 1 | | | | 2 | |
| Russian, N.E.S..... | 222 | 62 | 58 | 342 | 107 | 24 | 39 | 73 | 8 | 14 | 29 | 13 | |
| Finn..... | 208 | 45 | 9 | 262 | 8 | 1 | 1 | 181 | 6 | 5 | 8 | 3 | |
| Spanish..... | 1 | | | 1 | | | | 1 | | | | | |
| Swiss..... | 14 | 6 | | 20 | 4 | | | 3 | 1 | | 6 | 1 | |
| Servian..... | 1 | | | 1 | | | | | | | 1 | | |
| Danish..... | 27 | 14 | 4 | 45 | 9 | 3 | | 6 | 1 | 3 | 7 | 1 | |
| Swedish..... | 96 | 27 | 22 | 145 | 25 | 6 | 9 | 52 | 7 | 8 | 12 | 1 | |
| Norwegian..... | 112 | 14 | 13 | 139 | 33 | 3 | 4 | 55 | 7 | 8 | 19 | 1 | |
| Turks..... | 40 | | | 40 | 7 | | | 32 | | | 1 | | |
| Armenians..... | 80 | 21 | 21 | 122 | 5 | 2 | | 59 | 7 | 10 | 11 | 4 | |
| Egyptians..... | 2 | 1 | 4 | 7 | | | | | | | 1 | | |
| Syrians..... | 57 | 30 | 21 | 108 | 10 | 2 | 2 | 30 | 7 | 11 | 10 | 6 | |
| Arabians..... | 5 | 2 | | 7 | | | | 1 | | | | | |
| U.S.A. Citizens..... | 9 | 3 | 3 | 15 | | | | 3 | | | 4 | 1 | |
| Negro..... | 48 | 8 | 1 | 57 | 2 | | | 12 | | | 30 | 3 | |
| India..... | 1 | | | 1 | | | | | | | | | |
| Totals..... | 12,354 | 3,151 | 2,687 | 18,192 | 3,450 | 622 | 738 | 4,195 | 286 | 336 | 3,201 | 858 | |

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V.

for Canada at the Port of Halifax for the Fractional Fiscal Year 1906-7
 March 31, 1907).

| OCCUPATION. | | | | | | | | DESTINATION. | | | | | | | | | |
|-------------------------|----------|-----------|---------|----------|-----------|------------------|-----------------|--------------|-----------|------------------------|---------|----------|-----------|---------------|----------|-------------------|--------|
| Clerks, Traders, &c. | | | Miners. | | | Female Servants. | Not Classified. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| Males. | Females. | Children. | Males. | Females. | Children. | | Males. | Females. | Children. | | | | | | | | |
| 1 | | | | | | | | | 1 | | | | | | | | |
| 3 | 1 | | | | | 1 | | | 3 | | 2 | | 3 | | | | |
| | | | | | | | | | 10 | 12 | 12 | | | | | | |
| | | | | | | 3 | | | | 7 | | 2 | | | | | |
| | | | | | | | | | 3 | | 1 | | 15 | | 9 | | |
| 3 | 1 | | 12 | 6 | 5 | | | | 27 | 22 | | 33 | | | 7 | 2 | |
| | | | | | | | | | | | 34 | | | | | | |
| | | | | | | | | | | | | 5 | | | | | |
| 8 | | | | | | 13 | | 2 | | 10 | | | | | | | |
| 5 | | | | 2 | 1 | 4 | | 2 | 23 | 21 | 59 | 73 | 6 | 4 | 1 | | |
| 17 | 5 | 7 | 3 | | | 9 | | 13 | 7 | 75 | 8 | 55 | 32 | 16 | 6 | | |
| 8 | | | 2 | 1 | 4 | | | 1 | 23 | 25 | 23 | 138 | 57 | 3 | | | |
| | | | | | | | | | | | | 1 | | | | | |
| 359 | 93 | 66 | 437 | 133 | 212 | 319 | 120 | 129 | 144 | 2,034 | 913 | 3,949 | 1,954 | 516 | 333 | 169 | |
| 4 | 1 | | 8 | | | 2 | | | | 11 | 4 | 24 | 11 | 2 | 2 | 3 | |
| 155 | 34 | 28 | 85 | 62 | 150 | 158 | 31 | 46 | 25 | 786 | 301 | 1,259 | 898 | 109 | 132 | 83 | |
| 39 | 9 | 5 | 23 | 8 | 9 | 49 | 13 | 11 | 3 | 135 | 72 | 165 | 133 | 23 | 30 | 8 | |
| 1 | | | | | | 3 | | | | 14 | 1 | 2 | 1 | | | | |
| | | | | | | | 1 | | | 3 | | | | | | | |
| | | | | | | 4 | | | | 2 | | 4 | | | | | |
| 1 | 1 | 1 | | | | 2 | | | 1 | 13 | 26 | 133 | 1 | | | 1 | |
| 3 | 3 | 9 | | | | 2 | | 7 | 11 | 6 | 71 | 28 | 9 | 2 | 3 | | |
| 22 | 29 | 59 | 1 | | | 10 | 7 | 16 | 19 | 86 | 551 | 228 | 129 | 1 | 5 | 2 | |
| | | | | | | 1 | | 1 | 2 | 6 | 19 | 7 | 3 | | | | |
| | | | | | | 1 | | | | 1 | 12 | 8 | 1 | | | | |
| | | | | | | | | | | 1 | 3 | | | | | | |
| 6 | 1 | 1 | 15 | | | 2 | 1 | 1 | | 52 | 125 | 42 | 10 | | 4 | 43 | |
| 4 | | | 4 | | | 35 | 6 | 40 | 15 | 172 | 1 | 3 | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | 6 | | 3 | | | | |
| | | | 1 | | | | | | | 1 | 1 | | | | | | |
| | | | 1 | 1 | | 2 | | | | 3 | 16 | 16 | 6 | | | | |
| | | | | | | | | | | | 5 | | | 24 | | | |
| | | | | | | 1 | | | | | 2 | 2 | 3 | | | | |
| 2 | 1 | 1 | 10 | | | 15 | 1 | 1 | 1 | 25 | 58 | 56 | 147 | 9 | 2 | 45 | |
| | | | 11 | 1 | 1 | 33 | | 1 | 1 | 13 | 12 | 220 | 2 | 5 | 5 | 5 | |
| | | | | | | | | | | | | 1 | | | | | |
| 1 | | | | | | 3 | | 1 | | 2 | 4 | 4 | 8 | 1 | 1 | | |
| | | | | | | | | | | | 1 | | | | | | |
| 5 | | | | | | 8 | | 1 | 1 | 2 | 20 | 2 | 20 | | 1 | | |
| 1 | | | 6 | | | 13 | | | 4 | 16 | 13 | 42 | 36 | 12 | 13 | 13 | |
| 2 | | | 2 | | | 3 | 1 | | 1 | 40 | 2 | 32 | 36 | 12 | 1 | 16 | |
| | | | | | | | | | | 12 | 13 | 15 | | | | | |
| 2 | | | | | | 3 | 3 | 5 | 8 | 25 | 68 | 29 | | | | | |
| 1 | 1 | 4 | | | | | | | | 6 | 1 | | | | | | |
| 7 | 3 | 3 | | | | 7 | | 5 | 4 | 61 | 39 | 4 | 4 | | | | |
| 4 | 2 | | | | | | | | | 1 | 6 | | | | | | |
| | | | 1 | 1 | | | 2 | 1 | 2 | 12 | 1 | | 2 | | | | |
| 1 | | | | | | 4 | 3 | 1 | 1 | 49 | 2 | 5 | 1 | | | | |
| | | | | | | | | | | | | | 1 | | | | |
| 668 | 187 | 192 | 626 | 214 | 383 | 708 | 214 | 276 | 244 | 3,695 | 2,541 | 6,422 | 3,749 | 823 | 565 | 397 | |

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PORT OF ST. JOHN.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907) there arrived at the port of St. John 15,990 passengers, of whom 984 travelled saloon and 15,006 steerage. Of the saloon passengers 958 were destined to Canada and 26 to the United States. Of the steerage passengers 13,146 were for Canada and 1,860 for the United States. Included in the steerage passengers for Canada were 1,320 returned Canadians and 185 tourists, leaving the immigration proper at 11,641 souls, an increase over the corresponding nine months of the previous fiscal year of 3,584 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrival of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of St. John for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|-------------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Australian | 3 | | | 3 | 1 | | | 1 | 4 | | | 4 |
| Belgian | 3 | | | 3 | | | | | 3 | | | 3 |
| Dutch | 1 | | | 1 | | | | | 1 | | | 1 |
| French | 2 | | | 2 | | | | | 2 | | | 2 |
| German | 2 | | | 2 | 1 | | | 1 | 2 | 1 | | 3 |
| English | 275 | 101 | 22 | 401 | 7 | 1 | 1 | 9 | 285 | 102 | 23 | 410 |
| Welsh | 2 | | | 2 | | 2 | | 2 | 2 | 2 | | 4 |
| Scotch | 56 | 14 | 1 | 71 | 1 | | | 1 | 57 | 14 | 1 | 72 |
| Irish | 32 | 10 | 2 | 44 | 1 | 1 | | 2 | 33 | 11 | 2 | 46 |
| West Indian | 7 | 6 | 4 | 17 | | | | | 7 | 6 | 4 | 17 |
| Bermudian | 26 | 29 | 10 | 65 | | | | | 26 | 29 | 10 | 65 |
| Italian | 1 | | | 1 | 1 | | | 1 | 2 | | | 2 |
| Japanese | 2 | | | 2 | | | | | 2 | | | 2 |
| U. S. A. Citizens | 5 | 7 | | 12 | 7 | 1 | | 8 | 12 | 8 | | 20 |
| Canadians | 166 | 84 | 18 | 268 | | | | | 166 | 84 | 18 | 268 |
| Tourists | 27 | 26 | 11 | 64 | 1 | | | 1 | 28 | 26 | 11 | 65 |
| Totals | 613 | 277 | 68 | 958 | 19 | 6 | 1 | 26 | 632 | 283 | 69 | 984 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of St. John for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|--------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| African, South | 3 | | 2 | 5 | | | | | 3 | | 2 | 5 |
| Australian | 5 | 4 | 1 | 10 | 2 | | | 2 | 1 | 4 | 1 | 12 |
| Austrian, N.E.S. | 39 | 11 | 10 | 60 | 25 | 24 | 14 | 63 | 64 | 33 | 24 | 123 |
| Bohemian | 3 | 2 | 3 | 8 | 2 | 3 | 5 | 10 | 5 | 5 | 8 | 18 |
| Buckowinian | 60 | 5 | 9 | 74 | | | | | 60 | 5 | 9 | 74 |
| Croatian | 3 | | | 3 | | | | | 3 | | | 3 |
| Galician | 662 | 114 | 64 | 840 | 12 | 4 | 2 | 18 | 674 | 118 | 66 | 858 |
| Hungarian, N.E.S. | 135 | 25 | 23 | 183 | 16 | 15 | 9 | 40 | 151 | 40 | 32 | 223 |
| Magyar | 4 | 1 | | 5 | | | | | 4 | 1 | | 5 |
| Slovak | 2 | | | 2 | | | | | 2 | | | 2 |
| Belgian | 85 | 27 | 13 | 125 | 7 | 10 | 12 | 29 | 92 | 37 | 25 | 154 |
| Chinese | 1 | | | 1 | | | | | 1 | | | 1 |
| Dutch | 16 | 4 | 5 | 25 | 2 | 1 | 1 | 4 | 18 | 5 | 6 | 29 |
| French | 19 | 19 | 1 | 39 | 1 | 1 | | 2 | 20 | 20 | 1 | 41 |
| German, N.E.S. | 44 | 26 | 29 | 99 | 24 | 9 | 11 | 44 | 68 | 35 | 40 | 143 |
| Prussian | 3 | 2 | 2 | 7 | 1 | 1 | 7 | 9 | 4 | 3 | 9 | 16 |
| English | 4,383 | 1,206 | 982 | 6,571 | 166 | 50 | 41 | 257 | 4,549 | 1,256 | 1,023 | 6,828 |
| Welsh | 72 | 15 | 8 | 95 | 3 | | | 3 | 75 | 15 | 8 | 98 |
| Scotch | 840 | 198 | 175 | 1,213 | 57 | 11 | 5 | 73 | 897 | 209 | 180 | 1,286 |
| Irish | 291 | 169 | 50 | 450 | 14 | 6 | 2 | 22 | 305 | 115 | 52 | 472 |
| West Indian | 8 | 19 | 1 | 28 | 2 | | | 2 | 10 | 19 | 1 | 30 |
| Bermudian | 5 | 2 | | 7 | | | | | 5 | 2 | | 7 |
| Jamaican | 3 | | | 3 | | | | | 3 | | | 3 |
| Greek | 14 | 1 | 2 | 17 | 8 | 1 | | 9 | 22 | 2 | 2 | 26 |
| Hebrew, N.E.S. | 30 | 36 | 36 | 102 | | | | | 30 | 36 | 36 | 102 |
| " Russian | 175 | 107 | 126 | 408 | 1 | 2 | 3 | 6 | 176 | 109 | 129 | 414 |
| " Polish | 10 | 1 | 2 | 13 | | | | | 10 | 1 | 2 | 13 |
| " Austrian | 1 | 1 | | 2 | | | | | 1 | 1 | | 2 |
| " German | 4 | 3 | 3 | 10 | | | | | 4 | 3 | 3 | 10 |
| Italian | 303 | 4 | 4 | 311 | 28 | 1 | 1 | 30 | 331 | 5 | 5 | 341 |
| Japanese | 2 | | | 2 | | | | | 2 | | | 2 |
| New Zealand | 3 | | | 3 | | | | | 3 | | | 3 |
| Poles, N.E.S. | 49 | 9 | 9 | 67 | 3 | 1 | 3 | 7 | 52 | 10 | 12 | 74 |
| " German | | | | | 2 | | | 2 | | | | 2 |
| " Russian | 92 | 10 | 8 | 110 | 2 | 1 | | 3 | 94 | 11 | 8 | 113 |
| Roumanian | 31 | 8 | 4 | 43 | 6 | 2 | 7 | 15 | 37 | 10 | 11 | 58 |
| Russian, N.E.S. | 86 | 35 | 48 | 169 | 148 | 117 | 106 | 371 | 234 | 152 | 154 | 540 |
| Finn | 148 | 20 | 2 | 170 | 279 | 68 | 31 | 378 | 427 | 88 | 33 | 548 |
| Swiss | 2 | | | 2 | 4 | | | 4 | 6 | | | 6 |
| Servian | | | | | 1 | | | 1 | 1 | | | 1 |
| Danish | 31 | 7 | 13 | 51 | 59 | 18 | 9 | 86 | 90 | 25 | 22 | 137 |
| Swedish | 94 | 26 | 16 | 136 | 73 | 26 | 16 | 115 | 167 | 52 | 32 | 251 |
| Norwegian | 65 | 20 | 17 | 102 | 125 | 50 | 20 | 195 | 190 | 70 | 37 | 297 |
| Turks | 5 | | | 5 | 1 | 1 | | 2 | 6 | 1 | | 7 |
| Syrians | 3 | 4 | 4 | 11 | | | | | 3 | 4 | 4 | 11 |
| U.S.A. Citizens | 3 | 1 | | 4 | 27 | 9 | 9 | 45 | 30 | 10 | 9 | 49 |
| Negro | 17 | 28 | 4 | 49 | 1 | | | 1 | 18 | 28 | 4 | 50 |
| India | 1 | | | 1 | | | | | 1 | | | 1 |
| Total immigration | 7,855 | 2,110 | 1,676 | 11,641 | 1,102 | 432 | 314 | 1,848 | 8,957 | 2,542 | 1,990 | 13,489 |
| Returned Canadians | 1,023 | 195 | 102 | 1,320 | | | | | 1,023 | 195 | 102 | 1,320 |
| Tourists | 124 | 40 | 21 | 185 | 5 | 6 | 1 | 12 | 129 | 46 | 22 | 197 |
| Totals | 9,002 | 2,345 | 1,799 | 13,146 | 1,107 | 438 | 315 | 1,860 | 10,109 | 2,783 | 2,114 | 15,006 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of St. John, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-----------------------|-------|------|-------|------|------|-------|------|-------|-------|---------|
| African, South..... | | | | | | | | 2 | 3 | 5 |
| Australian..... | | | | | | | | 7 | 3 | 10 |
| Austrian, N.E.S..... | | | | | 8 | 8 | 17 | 5 | 22 | 60 |
| Bohemian..... | | | | | | 7 | | | 1 | 8 |
| Buckowinian..... | | | | | 20 | 9 | 3 | 5 | 37 | 74 |
| Croatian..... | | | | | | 3 | | | | 3 |
| Galician..... | | | | | 60 | 77 | 38 | 64 | 601 | 840 |
| Hungarian, N.E.S..... | | | | | 6 | 35 | 49 | 30 | 63 | 183 |
| Magyar..... | | | | | | | | 4 | 1 | 5 |
| Slovak..... | | | | | | | 1 | 1 | | 2 |
| Belgian..... | | | | | 6 | 12 | 13 | 10 | 84 | 125 |
| Chinese..... | | | | | | | | 1 | | 1 |
| Dutch..... | | | | | 1 | 3 | | 8 | 13 | 25 |
| French..... | | | | | | 1 | 6 | 30 | 2 | 39 |
| German, N.E.S..... | | | | | 29 | 30 | 3 | 8 | 29 | 99 |
| Prussian..... | | | | | | 7 | | | | 7 |
| English..... | | 4 | | | 231 | 773 | 441 | 1,657 | 3,465 | 6,571 |
| Welsh..... | | | | | 2 | 21 | 12 | 21 | 39 | 95 |
| Scotch..... | | | | | 10 | 244 | 56 | 348 | 555 | 1,213 |
| Irish..... | | | | | 8 | 74 | 30 | 126 | 212 | 450 |
| West Indian..... | 6 | 3 | 6 | 3 | 4 | 6 | | | | 28 |
| Bermudian..... | 3 | 4 | | | | | | | | 7 |
| Jamaican..... | | 1 | | 2 | | | | | | 3 |
| Greek..... | | | | | | 3 | | | 14 | 17 |
| Hebr-w, N.E.S..... | | | | | 51 | 25 | 20 | 2 | 4 | 102 |
| Russian..... | | | | | 35 | 129 | 55 | 111 | 78 | 408 |
| Polish..... | | | | | 3 | 4 | 2 | 1 | 3 | 13 |
| Austrian..... | | | | | | 2 | | | | 2 |
| German..... | | | | | | 8 | 1 | 1 | | 10 |
| Italian..... | | 6 | | | 7 | 20 | 1 | 31 | 246 | 311 |
| Japanese..... | | | | | | | | 2 | | 2 |
| New Zealand..... | | | | | 1 | 1 | 1 | | | 3 |
| Poles, N.E.S..... | | | | | 1 | 5 | 6 | 15 | 40 | 67 |
| Russian..... | | | | | 7 | 30 | | 24 | 49 | 110 |
| Roumanian..... | | | | | 8 | 14 | | 1 | 20 | 43 |
| Russian, N.E.S..... | | | | | 9 | 26 | 16 | 30 | 88 | 169 |
| Finns..... | | | | | 25 | 56 | 18 | 55 | 16 | 170 |
| Swiss..... | | | | | 2 | | | | | 2 |
| Danish..... | | | | | 3 | 8 | 4 | 8 | 28 | 51 |
| Swedish..... | | | | | 6 | 19 | 12 | 19 | 80 | 136 |
| Norwegian..... | | | | | 12 | 16 | 1 | 11 | 62 | 102 |
| Turks..... | | | | | | | | | 5 | 5 |
| Syrians..... | | | | | 2 | 7 | 2 | | | 11 |
| U.S.A. Citizens..... | | | | | | 1 | 1 | 1 | 1 | 4 |
| Negro..... | 9 | 3 | 12 | 3 | 7 | 6 | | 2 | 7 | 49 |
| India..... | | | | 1 | | | | | | 1 |
| Totals..... | 18 | 21 | 18 | 9 | 564 | 1,690 | 809 | 2,641 | 5,871 | 11,641 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of St. John, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-------------------------|-----------|-----------|-----------|----------|------------|--------------|------------|--------------|--------------|---------------|
| Agriculturists..... | 1 | | | | 132 | 314 | 94 | 397 | 1,470 | 2,408 |
| General labourers..... | 1 | 7 | 4 | | 100 | 472 | 201 | 741 | 1,970 | 3,496 |
| Mechanics..... | 6 | 9 | 4 | 2 | 210 | 544 | 296 | 941 | 1,471 | 3,483 |
| Clerks..... | 2 | 3 | 3 | | 31 | 170 | 101 | 251 | 335 | 896 |
| Miners..... | | | | | 18 | 50 | 51 | 124 | 101 | 344 |
| Female servants..... | 4 | 1 | 7 | 4 | 38 | 97 | 41 | 78 | 188 | 458 |
| Not classed..... | 4 | 1 | | 3 | 35 | 43 | 25 | 109 | 336 | 556 |
| Totals..... | 18 | 21 | 18 | 9 | 564 | 1,690 | 809 | 2,641 | 5,871 | 11,641 |
| Maritime Provinces..... | 15 | 18 | 13 | 3 | 39 | 127 | 57 | 253 | 397 | 922 |
| Quebec..... | 1 | | 1 | 3 | 112 | 415 | 186 | 529 | 685 | 1,932 |
| Ontario..... | 1 | 2 | 4 | 2 | 188 | 613 | 301 | 860 | 1,936 | 3,907 |
| Manitoba..... | | | | | 115 | 257 | 120 | 562 | 1,775 | 2,829 |
| Saskatchewan..... | | 1 | | | 46 | 82 | 44 | 119 | 444 | 736 |
| Alberta..... | | | | 1 | 31 | 99 | 37 | 138 | 369 | 675 |
| British Columbia..... | 1 | | | | 33 | 97 | 64 | 180 | 264 | 639 |
| Yukon..... | | | | | | | | | 1 | 1 |
| Totals..... | 18 | 21 | 18 | 9 | 564 | 1,690 | 809 | 2,641 | 5,871 | 11,641 |

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TABLE
 NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for
 (9 months, ending

| Nationality. | SEX. | | | Totals. | TRADE OR | | | | | | | | | |
|----------------------|--------|----------|-----------|---------|--|----------|-----------|-----------------------|----------|-----------|------------|----------|-----------|-----|
| | Males. | Females. | Children. | | Farmers or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | | |
| | | | | | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. | |
| African, South..... | 3 | | 2 | 5 | | | | 1 | | | | | | 1 |
| Australian..... | 5 | 4 | 1 | 10 | | 1 | 1 | 2 | | | | | | |
| Austrian, N.E.S.... | 39 | 11 | 16 | 66 | 2 | | | 24 | 1 | | 10 | 4 | | 7 |
| Bohemian..... | 3 | 2 | 3 | 8 | 1 | 1 | 3 | 1 | | | 1 | | | |
| Buckowinian..... | 60 | 5 | 9 | 74 | 6 | 3 | 6 | 49 | | | 5 | 1 | | 3 |
| Croatian..... | 3 | | | 3 | | | | 2 | | | 1 | | | |
| Galician..... | 662 | 114 | 64 | 840 | 91 | 17 | 27 | 535 | 26 | 20 | 30 | 11 | | 10 |
| Hungarian, N.E.S.. | 135 | 25 | 23 | 183 | 14 | 5 | 5 | 113 | 8 | 16 | 7 | 2 | | |
| Magyar..... | 4 | 1 | | 5 | | 1 | | 2 | | | 1 | | | |
| Slovak..... | 2 | | | 2 | | | | 1 | | | 1 | | | |
| Belgian..... | 85 | 27 | 13 | 125 | 20 | 6 | 8 | 25 | 2 | | 19 | 3 | | 1 |
| Chinese..... | 1 | | | 1 | | | | | | | | | | |
| Dutch..... | 16 | 1 | 5 | 25 | 3 | 2 | 4 | 2 | | | 8 | 1 | | 1 |
| French..... | 19 | 19 | 1 | 39 | 3 | 1 | | 2 | | | 6 | 2 | | 1 |
| German, N.E.S.... | 44 | 26 | 29 | 99 | 15 | 13 | 19 | 5 | | | 17 | 4 | | 6 |
| Prussian..... | 3 | 2 | 2 | 7 | | | | 3 | 1 | 2 | | | | |
| English..... | 4,383 | 1,206 | 982 | 6,571 | 1,030 | 238 | 222 | 1,216 | 162 | 200 | 1,516 | 360 | | 350 |
| Welsh..... | 72 | 15 | 8 | 95 | 11 | 2 | 2 | 14 | | | 24 | 5 | | 5 |
| Scotch..... | 840 | 198 | 175 | 1,213 | 202 | 36 | 66 | 131 | 10 | 7 | 365 | 46 | | 52 |
| Irish..... | 291 | 109 | 50 | 450 | 97 | 15 | 12 | 68 | 10 | 10 | 74 | 24 | | 10 |
| West Indian..... | 8 | 19 | 1 | 28 | 1 | | | 1 | | | 2 | 1 | | |
| Bermudian..... | 5 | 2 | | 7 | | | | | | | 2 | 1 | | |
| Jamaican..... | 3 | | | 3 | | | | | | | 3 | | | |
| Greek..... | 14 | 1 | 2 | 17 | | | | 14 | | | | 1 | | 2 |
| Hebrew, N.E.S.... | 30 | 36 | 36 | 102 | | 1 | 5 | 5 | 1 | 1 | 21 | 25 | | 23 |
| " Russian... | 175 | 107 | 126 | 408 | 6 | 2 | 3 | 29 | 3 | 5 | 124 | 69 | | 71 |
| " Polish..... | 16 | 1 | 2 | 13 | | | | 1 | | | 9 | 1 | | 2 |
| " Austrian... | 1 | 1 | | 2 | | | | | | | 1 | 1 | | |
| " German.... | 4 | 3 | 3 | 10 | | | | | | | 3 | 3 | | 3 |
| Italian..... | 303 | 4 | 4 | 311 | 21 | 1 | | 270 | 1 | 1 | 4 | | | |
| Japanese..... | 2 | | | 2 | | | | 1 | | | | | | |
| New Zealand..... | 3 | | | 3 | 1 | | | 1 | | | 1 | | | |
| Poles, N.E.S.... | 49 | 9 | 9 | 67 | 5 | 2 | 4 | 37 | 1 | | 6 | 1 | | 1 |
| " Russian... | 92 | 10 | 8 | 110 | 11 | 1 | 2 | 71 | 5 | 5 | 9 | 1 | | 1 |
| Roumanian..... | 31 | 8 | 4 | 43 | 2 | 1 | 1 | 24 | | 1 | 4 | 3 | | 2 |
| Russian, N.E.S.. | 86 | 35 | 48 | 169 | 17 | 10 | 24 | 50 | 2 | 5 | 14 | 9 | | 11 |
| Fims..... | 148 | 20 | 2 | 170 | 5 | | | 138 | 4 | 1 | 3 | | | |
| Swiss..... | 2 | | | 2 | | | | | | | | | | |
| Danish..... | 31 | 7 | 13 | 51 | 13 | 2 | 8 | 9 | 1 | 2 | 7 | 1 | | 2 |
| Swedish..... | 94 | 26 | 15 | 136 | 11 | 1 | 7 | 69 | 8 | 3 | 8 | 1 | | 1 |
| Norwegian..... | 65 | 26 | 17 | 102 | 18 | 2 | 5 | 35 | 4 | 2 | 8 | 5 | | 1 |
| Turks..... | 5 | | | 5 | | | | 5 | | | | | | |
| Syrians..... | 3 | 4 | 4 | 11 | | 1 | 1 | 1 | 1 | 1 | | | | |
| U. S. A. Citizens... | 3 | 1 | | 4 | | | | | | | 1 | | | |
| Negro..... | 17 | 28 | 4 | 49 | | | | 5 | 1 | | 9 | 3 | | 1 |
| India..... | 1 | | | 1 | | | | | | | | | | |
| Totals..... | 7,855 | 2,110 | 1,676 | 11,641 | 1,608 | 365 | 435 | 2,962 | 252 | 282 | 2,326 | 589 | | 568 |

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V.

Canada at the Port of St. John for the Fractional Fiscal Year 1906-7
 March 31, 1907).

| OCCUPATION. | | | | | | | | | DESTINATION. | | | | | | | | |
|-------------------------|----------|-----------|---------|----------|-----------|------------------|-----------------|----------|--------------|------------------------|---------|----------|-----------|---------------|----------|-------------------|--------|
| Clerks, Traders, &c. | | | Miners. | | | Female Servants. | Not Classified. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| Males. | Females. | Children. | Males. | Females. | Children. | | Males. | Females. | Children. | | | | | | | | |
| 1 | | 1 | | | | | 1 | | 1 | 1 | 3 | | | | | | |
| 1 | 3 | | | | | | | | 1 | 3 | | 3 | | | 1 | 1 | |
| 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | | 3 | 20 | 5 | 10 | 2 | 12 | 8 | | |
| | | | | | | 1 | | 1 | | 19 | 11 | 32 | 5 | 2 | 1 | | |
| | | | | | | | | | 4 | 3 | | | | | | | |
| 4 | 1 | | 1 | | | 48 | 1 | 11 | 33 | 145 | 114 | 476 | 23 | 37 | 12 | | |
| | | | 1 | 1 | | 7 | | 2 | 21 | 9 | 63 | 44 | 36 | 10 | | | |
| | | | 1 | | | | | | | 2 | 2 | 2 | 1 | | | | |
| 3 | 1 | | 17 | 6 | 4 | 5 | 1 | 4 | 21 | 29 | 3 | 34 | 11 | 26 | 1 | | |
| | | | | | | | | | | 1 | | | | | | | |
| 3 | | | | | | | | 1 | | 6 | 1 | 7 | 1 | 2 | 8 | | |
| 5 | | | | | | 3 | | 16 | | 31 | | 1 | 2 | 5 | | | |
| 5 | | | 2 | 1 | 4 | 6 | | 2 | 8 | 21 | 16 | 31 | 15 | 6 | 2 | | |
| | | | | | | 1 | | | | | | | 7 | | | | |
| 365 | 115 | 109 | 143 | 18 | 33 | 186 | 113 | 127 | 523 | 663 | 2,567 | 1,485 | 436 | 417 | 479 | 1 | |
| 7 | 2 | | 14 | | | 3 | 2 | 3 | 3 | 10 | 36 | 23 | 7 | 12 | 4 | | |
| 79 | 16 | 4 | 28 | 11 | 21 | 52 | 35 | 27 | 97 | 304 | 329 | 279 | 74 | 66 | 64 | | |
| 44 | 6 | 4 | 3 | 3 | 6 | 41 | 5 | 10 | 30 | 60 | 182 | 103 | 26 | 34 | 15 | | |
| 3 | | | | | | 14 | 1 | 4 | 13 | 1 | 14 | | | | | | |
| 3 | | | | | | 1 | | | 6 | | | | 1 | | | | |
| | | | | | | | | | 3 | | | | | | | | |
| | | | | | | | | | | 3 | 14 | | | | | | |
| 3 | 1 | 4 | | | | 6 | 1 | 2 | 1 | 57 | 9 | 27 | 8 | | | | |
| 15 | 17 | 42 | 1 | 1 | | 8 | | 7 | 35 | 219 | 99 | 47 | 3 | | 5 | | |
| | | | | | | | | | | 6 | 7 | | | | | | |
| | | | | | | | | | | 2 | | | | | | | |
| 1 | | | | | | | | | | 3 | | 7 | | | | | |
| 2 | 1 | | 6 | | 1 | | | 1 | 41 | 143 | 109 | 13 | | | 5 | | |
| 1 | | | | | | | | | 2 | | | | | | | | |
| | | | 1 | | | 2 | | 3 | 1 | 19 | 10 | 36 | | 1 | | | |
| 1 | | | | | | 2 | | 1 | 11 | 34 | 41 | 23 | | 1 | | | |
| 1 | | | | | | 4 | | | 12 | 32 | 2 | 2 | 5 | | | | |
| 1 | | | | | | 9 | 1 | 5 | 7 | 49 | 21 | 56 | 35 | | 1 | | |
| | | | 1 | | | 14 | 2 | 1 | 5 | 9 | 136 | 3 | 4 | 8 | 5 | | |
| | | | | | | | | | | | | | 2 | | | | |
| 1 | | | 1 | | | 2 | | 1 | 3 | 9 | 3 | 15 | 1 | 19 | 1 | | |
| | | | 6 | | | 13 | | 3 | 10 | 3 | 57 | 32 | 20 | 5 | 9 | | |
| | | | | | | 9 | | 9 | 4 | 5 | 28 | 36 | 11 | 8 | 10 | | |
| | | | | | | | | | | 1 | 4 | | | | | | |
| 2 | 2 | 2 | | | | | | | 2 | 8 | 1 | | | | | | |
| 1 | 1 | | | | | | 1 | | 1 | | 2 | 1 | | | | | |
| 3 | | | | | | 23 | | 1 | 30 | 4 | 14 | | | | 1 | | |
| | | | | | | 1 | | | | | | | | 1 | | | |
| 561 | 168 | 167 | 229 | 44 | 71 | 458 | 169 | 234 | 153 | 922 | 1,932 | 3,907 | 2,829 | 736 | 675 | 639 | 1 |

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PORT OF QUEBEC.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived at the Port of Quebec 62,517 passengers, of whom 4,868 travelled saloon and 57,649 steerage. Of the saloon passengers 4,247 were destined to Canada and 621 to the United States. Of the steerage passengers 47,271 were for Canada and 10,378 for the United States. Included in the steerage passengers for Canada were 4,472 returned Canadians and 1,262 tourists, leaving the immigration proper at 41,537 souls, an increase over the corresponding nine months of the previous fiscal year of 12,464 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Quebec, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|-----------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Australian | 6 | 5 | | 11 | 1 | | | 1 | 7 | 5 | | 12 |
| Austrian | 3 | | | 3 | | | | | 3 | | | 3 |
| Belgian | 7 | 1 | 3 | 11 | | | | | 7 | 1 | 3 | 11 |
| Dutch | 1 | | | 1 | | | | | 1 | | | 1 |
| French | 33 | 13 | 1 | 47 | 1 | 1 | | 2 | 34 | 14 | 1 | 49 |
| German | 18 | 11 | | 29 | | | | | 18 | 11 | | 29 |
| English | 1,028 | 687 | 62 | 1,777 | 50 | 40 | 9 | 99 | 1,078 | 727 | 71 | 1,876 |
| Welsh | 7 | 5 | | 12 | | | | | 7 | 5 | | 12 |
| Scotch | 236 | 132 | 16 | 404 | 12 | 8 | 2 | 22 | 268 | 140 | 18 | 426 |
| Irish | 73 | 34 | 2 | 109 | 5 | 2 | | 7 | 78 | 36 | 2 | 116 |
| Hebrew | 1 | | | 1 | | | | | 1 | | | 1 |
| Italian | 4 | 1 | | 5 | 2 | | | 2 | 6 | 1 | | 7 |
| Japanese | 1 | 1 | | 2 | | | | | 1 | 1 | | 2 |
| Newfoundland | 2 | | | 2 | | | | | 2 | | | 2 |
| New Zealand | 2 | 4 | | 6 | | | | | 2 | 4 | | 6 |
| Roumanian | | 1 | | 1 | | | | | | 1 | | 1 |
| Russian | 3 | 2 | | 5 | | | | | 3 | 2 | | 5 |
| Finn | | 1 | | 1 | | | | | | 1 | | 1 |
| Spanish | 1 | 1 | | 2 | | | | | 1 | 1 | | 2 |
| Swiss | 1 | | | 1 | | | | | 1 | | | 1 |
| Danish | 1 | | 1 | 2 | | | | | 1 | | 1 | 2 |
| Swedish | 1 | | | 1 | 1 | 2 | | 3 | 2 | 2 | | 4 |
| Norwegian | | 2 | | 2 | 1 | | | 1 | 1 | 2 | | 3 |
| U.S.A. Citizens | 20 | 29 | 6 | 55 | 197 | 245 | 32 | 474 | 217 | 274 | 38 | 529 |
| India | 1 | 2 | | 3 | | | | | 1 | 2 | | 3 |
| Canadians | 646 | 703 | 81 | 1,430 | 2 | 3 | 1 | 6 | 648 | 706 | 82 | 1,436 |
| Tourists | 193 | 122 | 9 | 324 | 2 | 2 | | 4 | 195 | 124 | 9 | 328 |
| Totals | 2,309 | 1,757 | 181 | 4,247 | 274 | 303 | 44 | 621 | 2,583 | 2,060 | 225 | 4,868 |

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TABLE II.

NATIONALITY and sex of Steerage Passengers arriving at the Port of Quebec for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|---------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| African, South. | 7 | 1 | 1 | 9 | | | | | 7 | 1 | 1 | 9 |
| Australian. | 26 | 7 | 3 | 36 | 4 | 1 | 3 | 8 | 30 | 8 | 6 | 44 |
| Austrian, N.E.S. | 61 | 29 | 31 | 121 | 64 | 30 | 18 | 112 | 125 | 59 | 49 | 233 |
| Bohemian. | 14 | 22 | 20 | 56 | 5 | 5 | | 10 | 19 | 27 | 20 | 66 |
| Buckowinian. | 85 | 23 | 44 | 152 | | | | | 85 | 23 | 44 | 152 |
| Croatian. | 13 | 3 | 4 | 20 | 44 | | | 44 | 57 | 3 | 4 | 64 |
| Dalmatian. | | | | | 1 | | | 1 | 1 | | | 1 |
| Galician. | 352 | 193 | 213 | 758 | 29 | 18 | 8 | 55 | 381 | 211 | 271 | 813 |
| Hungarian, N.E.S. | 75 | 30 | 27 | 132 | 37 | 26 | 30 | 93 | 112 | 56 | 57 | 225 |
| Slovak. | 2 | | | 2 | | | | | 2 | | | 2 |
| Belgian. | 170 | 104 | 89 | 363 | 64 | 21 | 13 | 98 | 234 | 125 | 102 | 461 |
| Bulgarian. | 23 | | | 23 | 40 | | 1 | 41 | 63 | | 1 | 64 |
| Chinese. | 3 | | | 3 | | | | | 3 | | | 3 |
| Dutch. | 59 | 40 | 37 | 136 | 19 | 17 | 24 | 60 | 78 | 57 | 61 | 196 |
| French. | 497 | 212 | 178 | 797 | 38 | 19 | 13 | 70 | 445 | 231 | 191 | 867 |
| German, N.E.S. | 354 | 216 | 254 | 824 | 152 | 171 | 183 | 506 | 506 | 387 | 437 | 1,330 |
| Alsace-Lorraine. | 1 | | | 1 | | | | | 1 | | | 1 |
| Prussian. | 2 | 1 | | 3 | 2 | 2 | 3 | 7 | 4 | 3 | 3 | 10 |
| English. | 10,308 | 6,124 | 5,759 | 22,191 | 650 | 416 | 276 | 1,342 | 10,958 | 6,540 | 6,035 | 23,533 |
| Welsh. | 186 | 78 | 63 | 327 | 23 | 8 | 3 | 34 | 209 | 86 | 66 | 361 |
| Scottish. | 2,787 | 1,653 | 1,162 | 5,602 | 257 | 108 | 69 | 434 | 3,044 | 1,761 | 1,231 | 6,036 |
| Irish. | 1,156 | 723 | 290 | 2,169 | 102 | 77 | 44 | 223 | 1,258 | 800 | 334 | 2,392 |
| West Indian. | 4 | | | 4 | | | | | 4 | | | 4 |
| Jamaican. | | | | 3 | | | | | 3 | | | 3 |
| Greek. | 99 | 8 | 12 | 119 | 24 | | | 24 | 123 | 8 | 12 | 143 |
| Hebrew, N.E.S. | 91 | 89 | 67 | 247 | 16 | 15 | 9 | 40 | 107 | 104 | 76 | 287 |
| " Russian. | 1,314 | 905 | 1,118 | 3,337 | 67 | 80 | 79 | 226 | 1,381 | 985 | 1,197 | 3,563 |
| " Polish. | 1 | | | 1 | | | | | 1 | | | 1 |
| " Austrian. | 29 | 14 | 21 | 64 | | | | | 29 | 14 | 21 | 64 |
| " German. | 9 | 7 | 11 | 27 | 1 | | | 1 | 10 | 7 | 11 | 28 |
| Italian. | 510 | 21 | 15 | 546 | 65 | 10 | 6 | 81 | 575 | 31 | 21 | 627 |
| Japanese. | 1 | | | 1 | 4 | 2 | | 6 | 5 | 2 | | 7 |
| Newfoundland. | 1 | 1 | | 2 | | | | | 1 | 1 | | 2 |
| New Zealand. | 10 | 3 | | 13 | | | | | 10 | 3 | | 13 |
| Portuguese. | 2 | | | 2 | | | | | 2 | | | 2 |
| Poles, N.E.S. | 39 | 8 | 7 | 54 | 31 | 14 | 16 | 61 | 70 | 22 | 23 | 115 |
| " Austrian. | 14 | 5 | 14 | 33 | | | | | 14 | 5 | 14 | 33 |
| " German. | 2 | 1 | | 3 | 1 | 1 | 1 | 3 | 3 | 2 | 1 | 6 |
| " Russian. | 144 | 43 | 51 | 238 | 28 | 16 | 12 | 56 | 172 | 59 | 63 | 294 |
| Persian. | 1 | | | 1 | | | | | 1 | | | 1 |
| Roumanian. | 49 | 48 | 56 | 153 | 2 | 5 | 2 | 9 | 51 | 53 | 58 | 162 |
| Russian, N.E.S. | 360 | 205 | 251 | 816 | 693 | 480 | 499 | 1,672 | 1,053 | 685 | 750 | 2,488 |
| Finns. | 372 | 127 | 55 | 554 | 704 | 331 | 172 | 1,207 | 1,076 | 458 | 227 | 1,761 |
| Spanish. | 12 | 2 | | 14 | 5 | 3 | 2 | 10 | 17 | 5 | 2 | 24 |
| Swiss. | 36 | 18 | 15 | 69 | 7 | 5 | 1 | 13 | 43 | 23 | 16 | 82 |
| Servian. | 2 | | | 2 | 1 | 1 | | 2 | 3 | 1 | | 4 |
| Danish. | 66 | 57 | 30 | 153 | 74 | 62 | 46 | 182 | 140 | 119 | 76 | 335 |
| Icelandic. | 17 | 12 | 17 | 46 | 1 | 1 | 2 | 4 | 18 | 13 | 19 | 50 |
| Swedish. | 329 | 168 | 168 | 665 | 471 | 334 | 214 | 1,019 | 800 | 502 | 352 | 1,654 |
| Norwegian. | 220 | 163 | 114 | 497 | 698 | 461 | 307 | 1,466 | 918 | 624 | 421 | 1,963 |
| Turks. | 3 | | | 3 | 4 | | | 4 | 7 | | | 7 |
| Armenians. | 7 | 2 | 2 | 11 | | | | | 7 | 2 | 2 | 11 |
| Egyptians. | 2 | 1 | | 3 | | | | | 2 | 1 | | 3 |
| Syrians. | 11 | 16 | 23 | 50 | 1 | | | 1 | 12 | 16 | 23 | 51 |
| Arabians. | 13 | 8 | 3 | 24 | | | | | 13 | 8 | 3 | 24 |
| U. S. A. Citizens. | 21 | 10 | 14 | 45 | 459 | 567 | 102 | 1,128 | 480 | 577 | 116 | 1,173 |
| India. | 8 | 2 | 2 | 12 | 1 | | | 1 | 9 | 2 | 2 | 13 |
| Total immigration. | 19,893 | 11,403 | 10,241 | 41,537 | 4,889 | 3,307 | 2,158 | 10,354 | 24,782 | 14,710 | 12,599 | 51,891 |
| Returned Canadians. | 2,370 | 1,634 | 468 | 4,472 | | | | | 2,370 | 1,634 | 468 | 4,472 |
| Tourists. | 727 | 484 | 51 | 1,262 | 11 | 11 | 2 | 24 | 738 | 495 | 53 | 1,286 |
| Totals. | 22,990 | 13,521 | 10,760 | 47,271 | 4,900 | 3,318 | 2,160 | 10,378 | 27,890 | 16,839 | 12,920 | 57,649 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of Quebec for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907)

| Nationalities. | July. | August. | Sept. | Oct. | Nov. | Totals. |
|---------------------|--------|---------|-------|-------|-------|---------|
| African, South | 3 | 4 | 1 | 1 | | 9 |
| Australian | 16 | 1 | 4 | 9 | 6 | 36 |
| Austrian, N. E. S. | 27 | 21 | 24 | 20 | 29 | 121 |
| Bohemian | 3 | 17 | 20 | 8 | 8 | 56 |
| Buckowinian | 72 | 38 | 24 | 4 | 14 | 152 |
| Croatian | 3 | | 3 | | 14 | 20 |
| Galician | 384 | 97 | 148 | 33 | 96 | 758 |
| Hungarian, N. E. S. | 15 | 13 | 19 | 40 | 45 | 132 |
| Slovak | | | 2 | | | 2 |
| Belgian | 106 | 71 | 81 | 55 | 50 | 363 |
| Bulgarian | 6 | 1 | 12 | 1 | 3 | 23 |
| Chinese | | 1 | 2 | | | 3 |
| Dutch | 38 | 39 | 28 | 18 | 13 | 136 |
| French | 334 | 106 | 114 | 166 | 77 | 797 |
| German, N. E. S. | 198 | 128 | 132 | 257 | 109 | 824 |
| Alsace-Lorraine | 1 | | | | | 1 |
| Prussian | | 1 | 1 | 1 | | 3 |
| English | 6,119 | 6,359 | 4,352 | 3,748 | 1,613 | 22,191 |
| Welsh | 56 | 102 | 71 | 59 | 39 | 327 |
| Scotch | 1,568 | 1,187 | 1,193 | 1,041 | 613 | 5,602 |
| Irish | 522 | 641 | 434 | 390 | 182 | 2,169 |
| West Indian | 2 | 1 | 1 | | | 4 |
| Jamaican | 1 | | 2 | | | 3 |
| Greek | 25 | 20 | 8 | 52 | 14 | 119 |
| Hebrew, N.E.S. | 51 | 56 | 84 | 12 | 44 | 247 |
| " Russian | 849 | 878 | 930 | 412 | 268 | 3,337 |
| " Polish | | | | 1 | | 1 |
| " Austrian | 7 | 10 | 26 | 4 | 17 | 64 |
| " German | | 7 | 1 | 16 | 3 | 27 |
| Italian | 185 | 79 | 87 | 92 | 103 | 546 |
| Japanese | 1 | | | | | 1 |
| Newfoundland | | 1 | | | 1 | 2 |
| New Zealand | 2 | 7 | 3 | | 1 | 13 |
| Portuguese | | 1 | | 1 | | 2 |
| Poles, N.E.S. | 14 | 19 | 7 | 11 | 3 | 54 |
| " Austrian | 2 | 21 | 8 | 2 | | 33 |
| " German | | 2 | | 1 | | 3 |
| " Russian | 104 | 60 | 23 | 26 | 25 | 238 |
| Persian | 1 | | | | | 1 |
| Roumanian | 44 | 14 | 19 | 16 | 60 | 153 |
| Russian, N.E.S. | 113 | 121 | 215 | 144 | 223 | 816 |
| Finns | 85 | 117 | 130 | 148 | 74 | 554 |
| Spanish | | | 12 | 2 | | 14 |
| Swiss | 25 | 11 | 22 | 6 | 5 | 69 |
| Servian | 1 | | 1 | | | 2 |
| Danish | 37 | 53 | 27 | 29 | 7 | 153 |
| Icelandic | 35 | 1 | 10 | | | 46 |
| Swedish | 220 | 138 | 139 | 107 | 61 | 665 |
| Norwegian | 143 | 133 | 101 | 93 | 27 | 497 |
| Turks | 3 | | | | | 3 |
| Armenians | 2 | 1 | 4 | 4 | | 11 |
| Egyptians | | | 1 | 1 | 1 | 3 |
| Syrians | 6 | 4 | 20 | 3 | 17 | 50 |
| Arabians | 5 | | | 2 | 17 | 24 |
| U.S.A. Citizens | 19 | 12 | 7 | 4 | 3 | 45 |
| India | 9 | 2 | | 1 | | 12 |
| Totals | 11,462 | 10,596 | 8,553 | 7,041 | 3,885 | 41,537 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of Quebec, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | July. | August. | September. | October. | November. | Totals. |
|--------------------------|--------|---------|------------|----------|-----------|---------|
| Agriculturists | 2,385 | 2,717 | 1,701 | 1,435 | 642 | 8,880 |
| General labourers | 2,988 | 1,844 | 1,498 | 1,295 | 1,077 | 8,702 |
| Mechanics..... | 3,902 | 3,483 | 3,103 | 2,442 | 1,262 | 14,192 |
| Clerks..... | 811 | 829 | 763 | 661 | 382 | 3,446 |
| Miners..... | 264 | 243 | 301 | 269 | 68 | 1,145 |
| Female servants..... | 727 | 601 | 632 | 498 | 287 | 2,745 |
| Not classed..... | 385 | 879 | 555 | 441 | 167 | 2,427 |
| Totals..... | 11,462 | 10,596 | 8,553 | 7,041 | 3,885 | 41,537 |
| Maritime Provinces | 129 | 146 | 176 | 133 | 69 | 653 |
| Quebec | 2,648 | 2,246 | 2,521 | 1,736 | 1,378 | 10,529 |
| Ontario..... | 4,378 | 3,887 | 3,201 | 2,886 | 1,434 | 15,786 |
| Manitoba..... | 2,787 | 3,077 | 1,377 | 1,094 | 534 | 8,869 |
| Saskatchewan..... | 665 | 474 | 455 | 408 | 196 | 2,198 |
| Alberta..... | 457 | 420 | 411 | 387 | 135 | 1,810 |
| British Columbia..... | 397 | 346 | 410 | 397 | 139 | 1,689 |
| Yukon..... | 1 | | 2 | | | 3 |
| Totals..... | 11,462 | 10,596 | 8,553 | 7,041 | 3,885 | 41,537 |

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TABLE
 NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada at the

| Nationality. | SEX. | | | | TRADE OR | | | | | | | | |
|-------------------|--------|----------|-----------|---------|----------------------------------|----------|-----------|--------------------|----------|-----------|------------|----------|-----------|
| | | | | | Farmers or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | |
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. |
| African, South | 7 | 1 | 1 | 9 | 1 | | | 2 | 1 | | 1 | | 1 |
| Australian | 26 | 7 | 3 | 36 | 2 | 1 | | 1 | | | 8 | 1 | |
| Austrian, N.E.S. | 61 | 29 | 31 | 121 | 9 | 5 | 8 | 25 | 8 | 13 | 18 | 6 | 5 |
| Bohemian | 14 | 22 | 20 | 56 | | 3 | 6 | 6 | 2 | 1 | 1 | 3 | 1 |
| Buckowinian | 85 | 23 | 44 | 152 | 21 | 6 | 14 | 56 | 10 | 18 | 6 | 3 | 12 |
| Croatian | 13 | 3 | 4 | 20 | 4 | 3 | 4 | 9 | | | | | |
| Galician | 352 | 193 | 213 | 758 | 93 | 55 | 97 | 225 | 65 | 105 | 30 | 10 | 4 |
| Hungarian, N.E.S. | 75 | 30 | 27 | 132 | 12 | 7 | 9 | 42 | 14 | 16 | 17 | | |
| Slovak | 2 | | | 2 | 2 | | | | | | | | |
| Belgian | 170 | 104 | 89 | 363 | 67 | 36 | 58 | 32 | 6 | 3 | 33 | 30 | 20 |
| Bulgarian | 23 | | | 23 | 10 | | | 12 | | | | | |
| Chinese | 3 | | | 3 | | | | 3 | | | | | |
| Dutch | 59 | 40 | 37 | 136 | 20 | 12 | 20 | 11 | 6 | 6 | 21 | 15 | 8 |
| French | 407 | 212 | 178 | 797 | 215 | 73 | 91 | 24 | 7 | 11 | 76 | 50 | 41 |
| German, N.E.S. | 354 | 216 | 254 | 824 | 153 | 81 | 161 | 86 | 19 | 31 | 103 | 43 | 35 |
| Alsace-Lorraine | 1 | | | 1 | | | | | | | 1 | | |
| Prussian | 2 | 1 | | 3 | 1 | | | 1 | | | 1 | | |
| English | 10,308 | 6,124 | 5,759 | 22,191 | 2,850 | 904 | 1,006 | 2,074 | 837 | 1,157 | 3,670 | 2,026 | 2,168 |
| Welsh | 186 | 78 | 63 | 327 | 58 | 13 | 14 | 42 | 16 | 20 | 37 | 14 | 9 |
| Scotch | 2,787 | 1,653 | 1,162 | 5,602 | 699 | 188 | 225 | 470 | 121 | 157 | 1,107 | 537 | 532 |
| Irish | 1,156 | 723 | 290 | 2,169 | 372 | 72 | 70 | 292 | 59 | 63 | 242 | 154 | 107 |
| West Indian | 4 | | | 4 | | | | 1 | | | 2 | | |
| Jamaican | 3 | | | 3 | | | | | | | | | |
| Greek | 99 | 8 | 12 | 119 | 7 | 2 | | 76 | 1 | 2 | 7 | 3 | 5 |
| Hebrew, N.E.S. | 91 | 89 | 67 | 247 | 9 | 6 | 9 | 30 | 9 | 3 | 48 | 48 | 44 |
| " Russian | 1,314 | 905 | 1,118 | 3,337 | 76 | 46 | 80 | 291 | 112 | 183 | 868 | 497 | 691 |
| " Polish | 1 | | | 1 | | | | | | | 1 | | |
| " Austrian | 29 | 14 | 21 | 64 | 5 | 2 | 8 | 8 | 1 | 2 | 16 | 10 | 11 |
| " German | 9 | 7 | 11 | 27 | 3 | 1 | 4 | 1 | 1 | | 5 | 5 | 7 |
| Italian | 510 | 21 | 15 | 546 | 9 | | | 431 | 11 | 12 | 34 | 1 | |
| Japanese | 1 | | | 1 | 1 | | | | | | | | |
| Newfoundland | 1 | 1 | | 2 | | | | 1 | | | | 1 | |
| New Zealand | 10 | 3 | | 13 | 2 | | | 1 | | | 4 | 1 | |
| Portuguese | 2 | | | 2 | 1 | | | 1 | | | | | |
| Poles, N.E.S. | 39 | 8 | 7 | 54 | 3 | | | 24 | 3 | 4 | 11 | 3 | 3 |
| " Austrian | 14 | 5 | 14 | 33 | 4 | 1 | 6 | 7 | 1 | 5 | 3 | 1 | 3 |
| " German | 2 | 1 | | 3 | | | | | | | | 1 | |
| " Russian | 144 | 43 | 51 | 238 | 8 | 1 | 1 | 72 | 14 | 26 | 53 | 16 | 17 |
| Persian | 1 | | | 1 | | | | | | | | | |
| Roumanian | 49 | 48 | 56 | 153 | 3 | 4 | 4 | 28 | 9 | 16 | 16 | 21 | 27 |
| Russian, N.E.S. | 360 | 205 | 251 | 816 | 81 | 38 | 91 | 159 | 49 | 61 | 95 | 51 | 48 |
| Fins | 372 | 127 | 55 | 554 | 58 | 3 | 2 | 276 | 33 | 47 | 16 | 6 | 5 |
| Spanish | 12 | 2 | | 14 | 12 | 1 | | | | | | | |
| Swiss | 36 | 18 | 15 | 69 | 9 | 5 | 13 | 11 | 1 | | 11 | 5 | 2 |
| Servian | 2 | | | 2 | 1 | | | | | | 1 | | |
| Danish | 66 | 57 | 30 | 153 | 20 | 12 | 15 | 18 | 4 | 3 | 24 | 8 | 8 |
| Icelandic | 17 | 12 | 17 | 46 | 5 | 5 | 10 | 8 | | | 2 | 1 | 1 |
| Swedish | 329 | 168 | 168 | 665 | 99 | 28 | 62 | 164 | 35 | 57 | 47 | 21 | 40 |
| Norwegian | 220 | 163 | 114 | 497 | 75 | 33 | 47 | 101 | 27 | 33 | 35 | 20 | 29 |
| Turks | 3 | | | 3 | | | | | | | | | |
| Armenians | 7 | 2 | 2 | 11 | | | | 4 | | | 2 | 1 | |
| Egyptians | 2 | 1 | | 3 | | | | 1 | | | | | |
| Syrians | 11 | 16 | 23 | 50 | 3 | 6 | 10 | 6 | 2 | 1 | | 3 | 3 |
| Arabians | 13 | 8 | 3 | 24 | | | | 8 | 3 | | 1 | 1 | 2 |
| U.S.A. Citizens | 21 | 10 | 14 | 45 | 6 | 4 | 7 | 2 | 1 | 5 | 5 | 4 | 1 |
| India | 8 | 2 | 2 | 12 | 2 | | | 3 | | | 1 | 1 | |
| Totals | 19,893 | 11,403 | 10,241 | 41,537 | 5,071 | 1,657 | 2,152 | 5,146 | 1,488 | 2,068 | 6,679 | 3,623 | 3,890 |

SESSIONAL PAPER No. 25

V.

Port of Quebec for the Fractional Fiscal Year 1906-7 (9 months' ending March 31, 1907).

| OCCUPATION. | | | | | | | | | | DESTINATION. | | | | | | | |
|----------------------|----------|-----------|---------|----------|-----------|------------------|-----------------|----------|-----------|---------------------|---------|----------|-----------|---------------|----------|-------------------|--------|
| Clerks, Traders, &c. | | | Miners. | | | Female Servants. | Not Classified. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| Males. | Females. | Children. | Males. | Females. | Children. | | Males. | Females. | Children. | | | | | | | | |
| 2 | | | | | | | | | | 3 | 3 | 3 | | | | | |
| 10 | 2 | | | | | | 5 | 3 | 3 | 2 | 13 | 13 | 5 | | | 3 | |
| 4 | | | | | | 9 | 3 | 1 | 5 | 3 | 48 | 10 | 23 | 26 | 3 | 8 | |
| | | | | 2 | | 5 | 1 | | | 3 | 3 | 3 | 5 | 9 | 9 | 20 | |
| | | | | 2 | | 4 | | | | 3 | 28 | 25 | 45 | 48 | 3 | | |
| | | | | | | | | | | | 9 | 3 | 8 | | | | |
| | 1 | 3 | 4 | 3 | 3 | 55 | | 4 | 1 | 11 | 125 | 79 | 420 | 52 | 67 | 4 | |
| | | | 2 | | | 8 | 1 | 1 | 2 | 5 | 20 | 19 | 27 | 61 | | | |
| | | | | | | | | | | | | | 1 | 1 | | | |
| 21 | 6 | 1 | 8 | | | 24 | 9 | 2 | 7 | 1 | 156 | 16 | 121 | 16 | 45 | 14 | |
| 1 | | | | | | | | | | | 3 | 19 | 1 | | | | |
| | | | | | | | | | | | 3 | | | | | | |
| 5 | 1 | | | | | 3 | 2 | 3 | 3 | | 27 | 18 | 64 | 12 | 12 | 3 | |
| 44 | 16 | 13 | 4 | 1 | 2 | 28 | 44 | 37 | 20 | 16 | 316 | 66 | 269 | 76 | 42 | 12 | |
| 18 | 8 | 4 | 4 | 4 | 13 | 50 | 16 | 11 | 10 | 4 | 144 | 64 | 389 | 98 | 119 | 6 | |
| | | | | | | | | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | 1 | | 2 | | | | |
| 1,069 | 545 | 359 | 302 | 140 | 190 | 1,227 | 343 | 445 | 879 | 234 | 4,374 | 10,120 | 4,544 | 1,069 | 847 | 1,003 | |
| 18 | 6 | 5 | 23 | 5 | 9 | 16 | 8 | 8 | 6 | | 55 | 138 | 86 | 7 | 12 | 29 | |
| 322 | 147 | 97 | 126 | 44 | 92 | 509 | 63 | 107 | 59 | 179 | 1,343 | 2,026 | 1,151 | 292 | 295 | 332 | |
| 196 | 72 | 31 | 10 | 2 | 5 | 295 | 44 | 69 | 14 | 20 | 538 | 887 | 521 | 71 | 65 | 67 | |
| | | | | | | | 1 | | | | 4 | | | | | | |
| 3 | | | | | | | | | | | 3 | | | | | | |
| 5 | 1 | | | | | 1 | 4 | | 5 | | 50 | 67 | 1 | | | 1 | |
| 3 | 4 | 4 | | | | 21 | 1 | 1 | 1 | 3 | 149 | 36 | 37 | 13 | 9 | | |
| 56 | 73 | 114 | 12 | 4 | 3 | 145 | 11 | 28 | 47 | 78 | 1,777 | 907 | 591 | 20 | 34 | 20 | |
| | | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | 1 | | 10 | 35 | 14 | 4 | 1 | | | |
| | | | | | | | | | | | 11 | 1 | 15 | | | | |
| 13 | 2 | 1 | 18 | | | 3 | 5 | 4 | 2 | 13 | 387 | 104 | 5 | | 23 | 14 | |
| | | | | | | | | | | | | | 1 | | | | |
| | | | | | | | | | | | | | 2 | | | | |
| 2 | 1 | | 1 | | | 1 | | | | | 2 | 5 | 5 | | | 1 | |
| | | | | | | | | | | | 1 | | 1 | | | | |
| | | | 1 | | | 2 | | | | | 36 | 17 | 1 | | | | |
| | | | | | | 2 | | | | | 6 | 2 | 2 | 12 | 11 | | |
| 6 | 3 | 6 | 4 | | | 8 | 1 | 1 | 1 | 6 | 122 | 78 | 26 | | 5 | 1 | |
| 1 | | | | | | | | | | | 1 | | | | | | |
| 2 | 3 | 4 | | | | 10 | | 1 | 5 | 1 | 97 | 23 | 19 | 13 | | | |
| 15 | 7 | 29 | 6 | 1 | 3 | 41 | 4 | 11 | 19 | 16 | 299 | 130 | 190 | 130 | 25 | 24 | |
| | | | 29 | 1 | 1 | 83 | 2 | 1 | | 5 | 43 | 441 | 7 | 6 | 21 | 31 | |
| | | | | | | | | 1 | | | 3 | | 11 | | | | |
| 3 | | | | | | 3 | 2 | 4 | | | 26 | 18 | 12 | 1 | 12 | | |
| | | | | | | | | | | | | | 1 | 1 | | | |
| 3 | 1 | | 1 | 1 | 3 | 30 | | 1 | 1 | | 57 | 27 | 32 | 10 | 21 | 6 | |
| 1 | | | | | | 6 | 1 | | 5 | | 2 | | 42 | | 2 | | |
| 3 | 3 | 3 | 12 | 4 | 4 | 74 | 4 | 3 | 2 | 33 | 64 | 224 | 175 | 52 | 72 | 45 | |
| 4 | | | 5 | 6 | 4 | 77 | | | 1 | 1 | 59 | 162 | 113 | 69 | 51 | 42 | |
| | | | | | | | 3 | | | | 3 | | | | | | |
| 1 | 1 | 2 | | | | | | | | | 7 | 4 | | | | | |
| | 1 | | | | | | 1 | | | | 2 | 1 | | | | | |
| 1 | 3 | 8 | | | | 1 | 1 | 1 | 1 | | 32 | 2 | | 16 | | | |
| 4 | 1 | 1 | | | | 3 | | | | | 21 | 3 | | | | | |
| 4 | | | 1 | | | 1 | 3 | | 1 | | 14 | 9 | 2 | 14 | 5 | 1 | |
| 2 | 1 | 2 | | | | | | | | | 5 | 5 | | | | 2 | |
| 1,843 | 916 | 687 | 576 | 225 | 344 | 2,745 | 578 | 749 | 1,100 | 653 | 10,529 | 15,786 | 8,869 | 2,198 | 1,810 | 1,689 | |

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PORT OF VANCOUVER.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived at the Port of Vancouver 6,092 passengers, of whom 932 travelled saloon and 5,160 steerage. Of the saloon passengers 657 were destined to Canada and 275 to the United States. Of the steerage passengers 3,981 were for Canada and 1,179 for the United States. Included in the steerage passengers for Canada were 987 returned Canadians and 712 tourists, leaving the immigration proper at 2,282 souls, an increase over the corresponding nine months of the previous fiscal year of 1,260 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Vancouver for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|-------------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Australian | 20 | 21 | 4 | 45 | 9 | 10 | ..... | 19 | 29 | 31 | 4 | 64 |
| Austrian | 3 | 1 | ..... | 4 | ..... | ..... | ..... | ..... | 3 | 1 | ..... | 4 |
| Belgian | 4 | ..... | ..... | 4 | ..... | ..... | ..... | ..... | 4 | ..... | ..... | 4 |
| Chinese | 5 | 7 | ..... | 12 | 1 | ..... | ..... | 1 | 6 | 7 | ..... | 13 |
| Dutch ..... | ..... | 1 | ..... | 1 | 1 | ..... | ..... | 1 | 1 | 1 | ..... | 2 |
| French | 11 | ..... | ..... | 11 | ..... | 1 | ..... | 1 | 11 | 1 | ..... | 12 |
| German | 23 | 4 | ..... | 27 | 4 | 1 | ..... | 5 | 27 | 5 | ..... | 32 |
| English | 218 | 105 | 20 | 343 | 13 | 7 | 7 | 27 | 231 | 112 | 27 | 370 |
| Scotch | 29 | 14 | ..... | 43 | 3 | 1 | ..... | 4 | 32 | 15 | ..... | 47 |
| Irish | 3 | 1 | ..... | 4 | ..... | ..... | ..... | ..... | 3 | 1 | ..... | 4 |
| Greek ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | 1 | ..... | ..... | 1 |
| Japanese | 22 | 1 | ..... | 23 | 16 | 1 | ..... | 17 | 38 | 2 | ..... | 40 |
| New Zealand | 7 | 2 | ..... | 9 | 5 | 2 | ..... | 7 | 12 | 4 | ..... | 16 |
| Portuguese | 5 | 1 | ..... | 6 | ..... | ..... | ..... | ..... | 5 | 1 | ..... | 6 |
| Polish | 2 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | 2 |
| Philippino ..... | ..... | ..... | ..... | ..... | 3 | ..... | ..... | 3 | 3 | ..... | ..... | 3 |
| Russian | 6 | 1 | 3 | 10 | 2 | 2 | ..... | 4 | 8 | 3 | 3 | 14 |
| Swiss | 2 | 1 | ..... | 3 | ..... | ..... | ..... | ..... | 2 | 1 | ..... | 3 |
| Danish | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 |
| Norwegian | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 |
| U. S. A. Citizens | 18 | 11 | 1 | 30 | 100 | 63 | 17 | 180 | 118 | 74 | 18 | 210 |
| Canadians | 27 | 29 | 1 | 57 | 3 | 1 | | 4 | 30 | 30 | 1 | 61 |
| Tourists | 8 | 13 | | 21 | 1 | | | 1 | 9 | 13 | | 22 |
| Totals | 415 | 213 | 29 | 657 | 162 | 89 | 24 | 275 | 577 | 302 | 53 | 932 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Vancouver for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|-------------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Australian..... | 36 | 28 | 49 | 113 | 16 | 10 | 2 | 28 | 52 | 38 | 51 | 141 |
| Austrian..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Chinese..... | 33 | 7 | 14 | 54 | 12 | | | 12 | 45 | 7 | 14 | 66 |
| French..... | | | | | 1 | 1 | | 2 | 1 | 1 | | 2 |
| German..... | 1 | 2 | | 3 | 3 | | | 3 | 4 | 2 | | 6 |
| English..... | 46 | 18 | 5 | 69 | 17 | 4 | 3 | 24 | 63 | 22 | 8 | 93 |
| Welsh..... | 2 | | | 2 | | | | 2 | | | | 2 |
| Scotch..... | 14 | 3 | | 17 | 3 | | | 3 | 17 | 3 | | 20 |
| Irish..... | 10 | 8 | 1 | 19 | 2 | 1 | | 3 | 12 | 9 | 1 | 22 |
| West Indian..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Greek..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Hebrew..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Italian..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Japanese..... | 321 | 48 | 4 | 373 | 113 | 30 | 10 | 153 | 434 | 78 | 14 | 526 |
| New Zealand..... | 6 | 2 | | 8 | 4 | | | 4 | 10 | 2 | | 12 |
| Portuguese..... | | | | | 2 | | | 2 | 2 | | | 2 |
| Roumanian..... | | | | | | 3 | 3 | 6 | | 3 | 3 | 6 |
| Russian, N.E.S..... | 3 | | | 3 | 7 | 1 | | 8 | 10 | 1 | | 11 |
| Finn..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Swedish..... | | | | | 3 | | | 3 | 3 | | | 3 |
| Norwegian..... | | 2 | 1 | 3 | | | | | | 2 | 1 | 3 |
| Armenians..... | 4 | | | 4 | | | | | 4 | | | 4 |
| U.S.A. Citizens..... | 2 | 2 | 2 | 6 | 43 | 32 | 7 | 82 | 45 | 34 | 9 | 88 |
| India..... | 1,608 | | | 1,608 | 1 | | | 1 | 1,609 | | | 1,609 |
| Total Immigration..... | 2,086 | 120 | 76 | 2,282 | 233 | 82 | 25 | 340 | 2,319 | 202 | 101 | 2,622 |
| Returned Canadians..... | 945 | 22 | 20 | 987 | | | | | 945 | 22 | 20 | 987 |
| Tourists..... | 698 | 64 | 40 | 712 | 772 | 35 | 32 | 839 | 1,380 | 99 | 72 | 1,551 |
| Totals..... | 3,639 | 206 | 136 | 3,981 | 1,005 | 117 | 57 | 1,179 | 4,644 | 323 | 193 | 5,160 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of Vancouver, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| Australian..... | 28 | 32 | 8 | 2 | 2 | 1 | 7 | 17 | 16 | 113 |
| Chinese..... | 1 | 11 | 3 | 6 | 11 | ..... | 4 | 15 | 3 | 54 |
| German..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 3 |
| English..... | 8 | 26 | ..... | 5 | 7 | 1 | 1 | 11 | 10 | 69 |
| Welsh..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | 2 |
| Scotch..... | ..... | 14 | ..... | 1 | ..... | ..... | ..... | 1 | 1 | 17 |
| Irish..... | 1 | ..... | ..... | 3 | ..... | ..... | 2 | 7 | 6 | 19 |
| Japanese..... | 163 | 80 | 4 | 5 | 3 | 2 | 1 | 49 | 66 | 373 |
| New Zealand..... | 3 | 1 | 1 | 1 | ..... | ..... | ..... | 2 | ..... | 8 |
| Russian, N.E.S..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| Norwegian..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| Armenians..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| U.S.A. Citizens..... | 1 | 3 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 6 |
| India..... | 191 | 546 | 238 | 218 | 328 | 33 | | 10 | 44 | 1,608 |
| Totals..... | 396 | 724 | 254 | 243 | 352 | 37 | 15 | 113 | 148 | 2,282 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of Vancouver, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| — | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Agriculturists | 34 | 276 | 2 | 3 | ..... | ..... | ..... | 24 | 17 | 356 |
| General labourers..... | 197 | 319 | 241 | 219 | 334 | 33 | 1 | 14 | 41 | 1,399 |
| Mechanics..... | 9 | 21 | 1 | 2 | 1 | 1 | ..... | 11 | 9 | 55 |
| Clerks..... | 48 | 20 | 5 | 9 | 14 | 2 | 4 | 30 | 51 | 183 |
| Miners | 3 | 6 | ..... | ..... | 2 | ..... | 8 | 3 | 7 | 29 |
| Female servants..... | 14 | ..... | 1 | 3 | ..... | ..... | ..... | ..... | 2 | 20 |
| Not classed | 91 | 82 | 4 | 7 | 1 | 1 | 2 | 31 | 21 | 240 |
| Totals..... | 396 | 724 | 254 | 243 | 352 | 37 | 15 | 113 | 148 | 2,282 |
| Maritime Provinces..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Quebec ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | 3 |
| Ontario ..... | ..... | 3 | ..... | 9 | ..... | ..... | 1 | 3 | ..... | 16 |
| Manitoba | 2 | 6 | ..... | 2 | 2 | ..... | ..... | ..... | ..... | 12 |
| Saskatchewan..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Alberta | 1 | ..... | 1 | 1 | ..... | 1 | ..... | 2 | ..... | 6 |
| British Columbia..... | 393 | 715 | 253 | 231 | 350 | 36 | 14 | 107 | 146 | 2,245 |
| Yukon | | | | | | | | | | |
| Totals | 396 | 724 | 254 | 243 | 352 | 37 | 15 | 113 | 148 | 2,282 |

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TABLE
 NATIONALITY, Sex, Occupations and Destination of Immigrant Arrivals for
 ending March

| Nationality. | SEX. | | | | TRADE OR | | | | | | | | |
|---------------------------|--------|----------|-----------|---------|-------------------------------------|----------|-----------|-----------------------|----------|-----------|------------|----------|-----------|
| | | | | | Farmers or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | |
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. |
| Australian | 36 | 28 | 49 | 113 | 7 | | 3 | 8 | | | 6 | 4 | 4 |
| Chinese | 33 | 7 | 14 | 54 | 1 | | | 2 | | | | | |
| German | 1 | 2 | | 3 | | | | | | | 1 | | |
| English | 46 | 18 | 5 | 69 | 7 | 2 | 1 | 6 | | | 12 | 3 | 3 |
| Welsh | 2 | | | 2 | | | | 1 | | | | | |
| Scotch | 14 | 3 | | 17 | 2 | 1 | | 1 | | | 6 | | |
| Irish | 10 | 8 | 1 | 19 | 1 | | | 1 | 1 | 1 | 1 | | |
| Japanese | 321 | 48 | 4 | 373 | 90 | 10 | | 33 | | | 10 | 1 | |
| New Zealand | 6 | 2 | | 8 | 1 | 1 | | | | | 3 | | |
| Russian, N.E.S. | 3 | | | 3 | 3 | | | | | | | | |
| Norwegian | | 2 | 1 | 3 | | | | | | | | | |
| Armenians | 4 | | | 4 | 4 | | | | | | | | |
| U.S.A. Citizens | 2 | 2 | 2 | 6 | | | | 1 | | | 1 | | |
| India | 1,608 | | | 1,608 | 222 | | | 1,344 | | | | | |
| Totals | 2,086 | 120 | 76 | 2,282 | 338 | 14 | 4 | 1,397 | 1 | 1 | 40 | 8 | 7 |

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V.

Canada at the Port of Vancouver for the Fractional Fiscal Year 1906-7 (9 months, 31, 1907).

| OCCUPATION. | | | | | | | | | | DESTINATION. | | | | | | | |
|-------------------------|----------|-----------|---------|----------|-----------|------------------|-----------------|----------|-----------|------------------------|---------|----------|-----------|---------------|----------|-------------------|--------|
| Clerks, Traders, &c. | | | Miners. | | | Female Servants. | Not Classified. | | | | | | | | | | |
| Males. | Females. | Children. | Males. | Females. | Children. | Female Servants. | Males. | Females. | Children. | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| 10 | 4 | 8 | 3 | 4 | 6 | 2 | 2 | 14 | 28 | | | 1 | 2 | | 3 | 107 | |
| 26 | 4 | 10 | | | | | 4 | 3 | 4 | | 1 | 6 | 1 | | | 46 | |
| | | | | | | | | 2 | | | 2 | | | | | 1 | |
| 12 | 3 | 1 | 5 | | | 1 | 4 | 9 | | | | 3 | 7 | | 1 | 58 | |
| | | | 1 | | | | | 2 | | | | | | | | 2 | |
| | | | 5 | | | | | 2 | | | | 1 | 1 | | | 15 | |
| 2 | 1 | | 3 | 2 | | 3 | 2 | 1 | | | | 3 | | | | 16 | |
| 82 | 9 | | | | | 14 | 106 | 14 | 4 | | | | | | | 373 | |
| 2 | | | | | | | | 1 | | | | | 1 | | 2 | 5 | |
| | | | | | | | | | | | | | | | | 3 | |
| | | | | | | | | 2 | 1 | | | | | | | 3 | |
| | | | | | | | | | | | | | | | | 4 | |
| | | | | | | | | 2 | 2 | | | 2 | | | | 4 | |
| 9 | | | | | | | 33 | | | | | | | | | 1,608 | |
| 143 | 21 | 19 | 17 | 6 | 6 | 20 | 151 | 50 | 39 | | 3 | 16 | 12 | | 6 | 2,245 | |

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PORT OF VICTORIA.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived at the Port of Victoria 4,727 passengers, of whom 144 travelled saloon and 4,583 steerage. Of the saloon passengers 82 were destined to Canada and 62 to the United States. Of the steerage passengers 2,912 were for Canada and 1,671 for the United States. Included in the steerage passengers for Canada were 595 returned Canadians and 24 tourists, leaving the immigration proper at 2,293 souls, an increase over the corresponding nine months of the previous fiscal year of 2,025 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Victoria for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|----------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| Australian..... | 2 | 2 | 2 | 6 | 1 | .. | 1 | 2 | 3 | 2 | 3 | 8 |
| Chinese..... | 1 | 2 | .. | 3 | .. | .. | .. | .. | 1 | 2 | .. | 3 |
| German..... | 1 | 1 | .. | 2 | .. | .. | .. | .. | 1 | 1 | .. | 2 |
| English..... | 17 | 16 | 4 | 37 | 4 | .. | .. | 4 | 21 | 16 | 4 | 41 |
| Scotch..... | 2 | 1 | .. | 3 | 1 | .. | .. | 1 | 3 | 1 | .. | 4 |
| Irish..... | 2 | 1 | .. | 3 | .. | .. | .. | .. | 2 | 1 | .. | 3 |
| Japanese..... | 4 | .. | .. | 4 | 9 | 3 | .. | 12 | 13 | 3 | .. | 16 |
| New Zealand..... | 1 | .. | .. | 1 | .. | .. | .. | .. | 1 | .. | .. | 1 |
| Russian..... | 4 | .. | .. | 4 | .. | .. | .. | .. | 4 | .. | .. | 4 |
| U.S.A. Citizens..... | .. | .. | .. | .. | 26 | 16 | .. | 42 | 26 | 16 | .. | 42 |
| India..... | .. | .. | .. | .. | 1 | .. | .. | 1 | 1 | .. | .. | 1 |
| Canadians..... | 4 | 2 | 1 | 7 | .. | .. | .. | .. | 4 | 2 | 1 | 7 |
| Tourists..... | 8 | 4 | .. | 12 | .. | .. | .. | .. | 8 | 4 | .. | 12 |
| Totals..... | 46 | 29 | 7 | 82 | 42 | 19 | 1 | 62 | 88 | 48 | 8 | 144 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Victoria for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | | UNITED STATES. | | | | CANADA AND UNITED STATES. | | | |
|-------------------------|---------|----------|-----------|---------|----------------|----------|-----------|---------|---------------------------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Totals. |
| African, South..... | | | | 7 | 1 | | 5 | 6 | 1 | | 5 | 6 |
| Australian..... | 3 | 2 | 2 | 7 | 64 | 20 | 28 | 112 | 67 | 33 | 30 | 119 |
| Austrian..... | 4 | 1 | | 5 | 17 | 1 | 3 | 21 | 21 | 2 | 3 | 26 |
| Bulgarian..... | 1 | | | 1 | | | | | 1 | | | 1 |
| Chinese..... | 14 | 2 | 6 | 22 | | | | | 14 | 2 | 6 | 22 |
| French..... | | | | | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 |
| German..... | 1 | | | 1 | 7 | 2 | | 9 | | | | 10 |
| English..... | 11 | 4 | 2 | 17 | 76 | 24 | 4 | 104 | 87 | 28 | 6 | 121 |
| Welsh..... | | | | | 3 | | | 3 | 3 | | | 3 |
| Scotch..... | 3 | 1 | | 4 | 57 | 3 | | 60 | 60 | 4 | | 64 |
| Irish..... | 2 | | | 2 | 25 | 3 | | 28 | 27 | 3 | | 30 |
| Greek..... | 3 | | | 3 | 2 | | | 2 | | | | 5 |
| Italian..... | 5 | | | 5 | 14 | 1 | | 15 | 15 | 1 | | 20 |
| Japanese..... | 1,442 | 194 | 30 | 1,666 | 885 | 88 | 17 | 990 | 2,327 | 282 | 47 | 2,656 |
| New Zealand..... | 2 | 2 | | 4 | 20 | 6 | 4 | 30 | 22 | 8 | 4 | 34 |
| Russian, N.E.S..... | 40 | 1 | 2 | 43 | | | | 7 | 47 | 1 | 2 | 50 |
| Finns..... | | | | | 1 | | | 1 | 1 | | | 1 |
| Spanish..... | 1 | | | 1 | | | | | 1 | | | 1 |
| Swiss..... | 1 | | | 1 | 2 | | | 2 | 3 | | | 5 |
| Danish..... | | | | | 13 | | | 13 | 2 | | | 2 |
| Swedish..... | | | | | 1 | | 1 | 2 | 1 | | 1 | 2 |
| Norwegian..... | 1 | | 1 | 2 | 3 | 4 | 1 | 8 | 4 | 4 | 1 | 9 |
| Turks..... | 3 | | | 3 | | | | | 3 | | | 3 |
| Syrians..... | | | | | 5 | 1 | | 6 | 2 | 1 | | 3 |
| U. S. A. Citizens..... | 5 | | | 5 | 82 | 23 | 19 | 124 | 87 | 23 | 19 | 129 |
| India..... | 502 | | | 502 | 6 | | | 6 | 508 | | | 508 |
| Total Immigration..... | 2,044 | 267 | 42 | 2,293 | 1,278 | 177 | 83 | 1,538 | 3,322 | 384 | 125 | 3,831 |
| Returned Canadians..... | 573 | 12 | 10 | 595 | | | | | 573 | 12 | 10 | 595 |
| Tourists..... | 19 | 3 | 2 | 24 | 97 | 23 | 13 | 133 | 116 | 26 | 15 | 157 |
| Totals..... | 2,636 | 222 | 54 | 2,912 | 1,375 | 200 | 96 | 1,671 | 4,011 | 422 | 150 | 4,583 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of Victoria, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | July. | Aug. | Sept | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-----------------------|-------|------|------|------|------|------|------|------|------|---------|
| Australian | 1 | | | | | | 1 | | 5 | 7 |
| Austrian | | 2 | 3 | | | | | | | 5 |
| Bulgarian | | | | 1 | | | | | | 1 |
| Chinese | | 3 | 1 | 5 | 4 | 2 | 2 | 5 | | 22 |
| German | | | | 1 | | | | | | 1 |
| English | 5 | | 6 | | | 2 | | 2 | 2 | 17 |
| Scotch | 2 | | 1 | | | | 1 | | | 4 |
| Irish | 1 | | | | | 1 | | | | 2 |
| Greek | | | 1 | 1 | | | 1 | | | 3 |
| Italian | | | | | | | 5 | | | 5 |
| Japanese | 180 | 177 | 155 | 286 | 210 | 173 | 164 | 132 | 189 | 1,666 |
| New Zealand | 2 | | | 2 | | | | | | 4 |
| Russian, N.E.S. | | 9 | 13 | 3 | | 9 | 3 | 2 | 4 | 43 |
| Spanish | | 1 | | | | | | | | 1 |
| Swiss | | | | | | | | | 1 | 1 |
| Norwegian | 1 | | | | | | | | | 1 |
| Turks | | 1 | 1 | | | 1 | | | | 3 |
| U.S.A. Citizens | 3 | | | 1 | | 1 | | | | 5 |
| India | 3 | 40 | 27 | 22 | 383 | | 21 | | 6 | 502 |
| Totals | 198 | 233 | 208 | 322 | 597 | 189 | 198 | 141 | 207 | 2,293 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of Victoria, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan | Feb. | Mar. | Totals |
|--------------------------|-------|------|-------|------|------|------|-----|------|------|--------|
| Agriculturists..... | 30 | 57 | 41 | 105 | 56 | 22 | 51 | 38 | 28 | 428 |
| General labourers..... | 41 | 43 | 51 | 43 | 388 | 44 | 38 | 10 | 54 | 712 |
| Mechanics..... | 15 | 14 | 5 | 9 | 4 | 15 | 6 | 1 | 2 | 71 |
| Clerks .. | 42 | 63 | 67 | 77 | 63 | 39 | 26 | 43 | 58 | 478 |
| Miners..... | 1 | | | 1 | | 6 | | | | 8 |
| Female servants..... | 2 | 7 | | | 1 | | | 2 | | 12 |
| Not classed..... | 67 | 49 | 44 | 87 | 85 | 63 | 77 | 47 | 65 | 584 |
| Totals..... | 198 | 233 | 208 | 322 | 597 | 189 | 198 | 141 | 207 | 2,293 |
| Maritime Provinces | | | | | | | | | | |
| Quebec .. | | | | | | | | | | |
| Ontario..... | | | 2 | | | | | | | 2 |
| Manitoba..... | | | | | | | | | | |
| Saskatchewan..... | | | | | | | | | | |
| Alberta..... | | | 1 | | | | | | | 1 |
| British Columbia..... | 198 | 233 | 205 | 322 | 597 | 189 | 198 | 141 | 207 | 2,290 |
| Yukon..... | | | | | | | | | | |
| Totals..... | 198 | 233 | 208 | 322 | 597 | 189 | 198 | 141 | 207 | 2,293 |

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada at
March

| Nationality. | SEX. | | | | TRADE OR | | | | | | | | |
|-----------------------|--------|----------|-----------|---------|-------------------------------------|----------|-----------|--------------------|----------|-----------|------------|----------|-----------|
| | | | | | Farmers or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | |
| | Males. | Females. | Children. | Totals. | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. |
| Australian | 3 | 2 | 2 | 7 | | | | | | | 1 | | |
| Austrian | 4 | 1 | | 5 | | | | 3 | | | | | |
| Bulgarian | 1 | | | 1 | | | | | | | | | |
| Chinese | 14 | 2 | 6 | 22 | 2 | | | 2 | | | | | |
| German | 1 | | | 1 | | | | | | | 1 | | |
| English | 11 | 4 | 2 | 17 | 1 | | | 2 | | | 5 | 1 | 1 |
| Scotch | 3 | 1 | | 4 | | | | 1 | | | 1 | | |
| Irish | 2 | | | 2 | | | | | | | 1 | | |
| Greek | 3 | | | 3 | | | | | | | 2 | | |
| Italian | 5 | | | 5 | | | | 4 | | | | | |
| Japanese | 1,442 | 194 | 30 | 1,666 | 353 | 21 | 2 | 207 | 15 | 6 | 36 | 4 | |
| New Zealand | 2 | 2 | | 4 | | | | 1 | | | | | |
| Russian | 40 | 1 | 2 | 43 | 15 | | | 5 | | | 13 | | 2 |
| Spanish | 1 | | | 1 | | | | | | | | | |
| Swiss | 1 | | | 1 | | | | | | | | | |
| Norwegian | 1 | | | 1 | | | | | | | 1 | | |
| Turks | 3 | | | 3 | 1 | | | | | | 2 | | |
| U.S.A. Citizens | 5 | | | 5 | 1 | | | 2 | | | | | |
| India | 502 | | | 502 | 32 | | | 464 | | | | | |
| Totals | 2,044 | 207 | 42 | 2,293 | 405 | 21 | 2 | 691 | 15 | 6 | 63 | 5 | 3 |

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V.

the Port of Victoria, for the Fractional Fiscal Year 1906-7 (9 months, ending 31, 1907).

| OCCUPATION. | | | | | | | DESTINATION. | | | | | | | | | | |
|----------------------|----------|-----------|---------|----------|-----------|------------------|--------------|----------|-----------|---------------------|---------|----------|-----------|---------------|----------|-------------------|--------|
| Clerks, Traders, &c. | | | Miners. | | | Female servants. | Not classed. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| Males. | Females. | Children. | Males. | Females. | Children. | | Males. | Females. | Children. | | | | | | | | |
| 1 | 1 | 1 | | | | | 1 | 1 | 1 | | | | | | | 7 | |
| 1 | | | | | | | | 1 | | | | | | | | 5 | |
| | 6 | | | | | | | 4 | 1 | 4 | | | | | | 1 | |
| | 3 | 2 | | | | | | | | | | | | | | 22 | |
| | 1 | | | | | | 1 | | | | | | | | | 1 | |
| | 1 | | | | | | 1 | | | | | | | | | 17 | |
| | | | | 1 | | | | | | | | | | | | 4 | |
| | 1 | | | | | | | | | | | | | | | 2 | |
| | | | | | | | | | | | | | | | | 3 | |
| | 409 | 37 | 4 | 5 | | 9 | 432 | 108 | 18 | | | | | | | 5 | |
| | | | | 1 | | 1 | | 1 | | | | | | | 1 | 1,665 | |
| | 2 | | | | | | | 5 | 1 | | | | | | | 4 | |
| | 1 | | | | | | | 1 | | | 1 | | | | | 42 | |
| | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | 1 | | | | | 1 | |
| | 3 | | | 1 | | | | | | | | | | | | 2 | |
| | | | | | | | | 3 | | | | | | | | 5 | |
| 429 | 41 | 8 | 8 | | | 12 | 448 | 113 | 23 | | | 2 | | | 1 | 2,290 | |

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UNITED STATES PORTS.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived in Canada, via ports in the United States 13,459 passengers, of whom 248 travelled saloon and 13,211 steerage. Included in the steerage passengers were 142 returned Canadians and 18 tourists, leaving the immigration proper at 13,051 souls, an increase over the corresponding nine months of the previous fiscal year of 6,739 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants, and Tables IV. and V. give summaries of the information obtained from immigrants upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers for Canada via Ports in the United States for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | Totals. |
|----------------|---------|----------|-----------|---------|
| | Males. | Females. | Children. | |
| German..... | | 1 | | 1 |
| English..... | 52 | 25 | 2 | 79 |
| Scotch..... | 5 | 1 | | 6 |
| Irish..... | | 4 | 1 | 5 |
| Jamaican..... | 2 | | | 2 |
| Swiss..... | | 1 | | 1 |
| Canadians..... | 77 | 69 | 8 | 154 |
| Totals..... | 136 | 101 | 11 | 248 |

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TABLE II.

NATIONALITY and Sex of Steerage Passengers, for Canada, via Ports in the United States, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | CANADA. | | | |
|---------------------|---------|----------|-----------|---------|
| | Males. | Females. | Children. | Totals. |
| African, South | 1 | 2 | 2 | 5 |
| Australian | 4 | 2 | 1 | 7 |
| Austrian, N. E. S. | 293 | 37 | 9 | 339 |
| Bohemian | 15 | 9 | 6 | 30 |
| Buckowinian | 1 | | | 1 |
| Croatian | 134 | 8 | 4 | 146 |
| Dalmatian | 44 | | | 44 |
| Galician | 3 | 4 | 6 | 13 |
| Hungarian, N. E. S. | 138 | 20 | 22 | 180 |
| Magyar | 241 | 57 | 44 | 342 |
| Ruthenian | 248 | 33 | 22 | 303 |
| Slovak | 116 | 14 | 12 | 142 |
| Belgian | 49 | 16 | 6 | 71 |
| Bulgarian | 121 | | | 121 |
| Dutch | 32 | 9 | 5 | 46 |
| French | 148 | 86 | 40 | 274 |
| German, N. E. S. | 284 | 185 | 220 | 689 |
| Prussian | 1 | 1 | | 2 |
| English | 1,290 | 488 | 652 | 2,430 |
| Welsh | 14 | 4 | 1 | 19 |
| Scotch | 206 | 93 | 25 | 324 |
| Irish | 110 | 72 | 13 | 195 |
| West Indian | 8 | 3 | 3 | 14 |
| Jamaican | 1 | 3 | | 4 |
| Greek | 212 | 7 | 12 | 231 |
| Hebrew, N. E. S. | 45 | 17 | 14 | 76 |
| " Russian | 364 | 327 | 364 | 1,055 |
| " Austrian | 23 | 18 | 17 | 58 |
| " German | 2 | | | 2 |
| Italian | 3,355 | 346 | 275 | 3,976 |
| Poles, N. E. S. | 10 | 3 | 1 | 14 |
| " Austrian | 254 | 51 | 35 | 340 |
| " German | 10 | 2 | 7 | 19 |
| " Russian | 83 | 12 | 8 | 103 |
| Roumanian | 177 | 23 | 28 | 228 |
| Russian, N. E. S. | 284 | 116 | 136 | 536 |
| Finn | 46 | 13 | 4 | 63 |
| Spanish | 7 | 2 | 4 | 13 |
| Swiss | 15 | 4 | 1 | 20 |
| Servian | 1 | | | 1 |
| Danish | 24 | 14 | 9 | 47 |
| Swedish | 81 | 37 | 13 | 131 |
| Norwegian | 84 | 28 | 20 | 132 |
| Turks | 155 | 15 | 8 | 178 |
| Armenians | 32 | 1 | | 33 |
| Syrians | 28 | 15 | 6 | 49 |
| U.S.A. Citizens | 3 | | | 3 |
| Negro | 1 | 1 | | 2 |
| Total Immigration | 8,798 | 2,198 | 2,055 | 13,051 |
| Returned Canadians | 96 | 37 | 9 | 142 |
| Tourists | 11 | 6 | 1 | 18 |
| Totals | 8,905 | 2,241 | 2,065 | 13,211 |

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, via Ports in the United States, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| Nationality. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals |
|------------------------|-------|------|-------|------|-------|-------|------|-------|-------|--------|
| African, South..... | 1 | 1 | | | | | | 3 | | 5 |
| Australian..... | | 4 | 1 | 1 | | 1 | | | | 7 |
| Austrian, N. E. S..... | 1 | 9 | 5 | 6 | | | | 3 | 315 | 339 |
| Bohemian..... | 3 | 8 | 2 | 5 | 4 | 7 | | | 1 | 30 |
| Buckowinian..... | | 1 | | | | | | | | 1 |
| Croatian..... | 14 | 9 | 25 | 18 | 19 | 7 | 7 | 10 | 37 | 146 |
| Dalmatian..... | 3 | 4 | 2 | 4 | 5 | 2 | | 23 | 1 | 44 |
| Galician..... | | 3 | | | | 9 | | | | 13 |
| Hungarian..... | 3 | 5 | | 1 | 22 | | 1 | | 148 | 180 |
| Magyar..... | 15 | 26 | 46 | 42 | 42 | 38 | 22 | 74 | 37 | 342 |
| Rutnenian..... | 11 | 13 | 29 | 21 | 33 | 76 | 23 | 35 | 62 | 303 |
| Slovak..... | 13 | | 10 | 11 | 21 | 13 | 11 | 17 | 46 | 142 |
| Belgian..... | 1 | 1 | 1 | 6 | 4 | 7 | 8 | 11 | 32 | 71 |
| Bulgarian..... | 1 | 11 | 1 | 8 | 44 | 29 | 3 | 4 | 20 | 121 |
| Dutch..... | 3 | 1 | | 2 | 4 | 3 | 11 | 14 | 8 | 46 |
| French..... | 22 | 30 | 31 | 55 | 21 | 10 | 19 | 16 | 70 | 274 |
| German, N. E. S..... | 72 | 24 | 93 | 110 | 95 | 129 | 72 | 25 | 69 | 689 |
| Prussian..... | 2 | | | | | | | | | 2 |
| English..... | 64 | 54 | 61 | 50 | 69 | 324 | 159 | 174 | 1,484 | 2,430 |
| Welsh..... | | 2 | 1 | | | 2 | | 4 | 9 | 19 |
| Scotch..... | 30 | 19 | 14 | 13 | 21 | 30 | 16 | 40 | 141 | 324 |
| Irish..... | 13 | 15 | 18 | 10 | 6 | 20 | 22 | 19 | 72 | 195 |
| West Indian..... | 5 | 1 | 6 | 1 | | 1 | | | | 14 |
| Jamaican..... | | | 4 | | | | | | | 4 |
| Greek..... | 20 | 29 | 22 | 50 | 66 | 8 | 13 | 4 | 19 | 231 |
| Hebrew, N. E. S..... | 2 | 3 | 2 | 1 | 5 | 6 | 20 | 10 | 27 | 76 |
| " Russian..... | 69 | 126 | 71 | 65 | 134 | 226 | 147 | 128 | 89 | 1,055 |
| " Austrian..... | 4 | 5 | 7 | 6 | 12 | 6 | 5 | 10 | 3 | 58 |
| " German..... | | | | | 2 | | | | | 2 |
| Italian..... | 241 | 316 | 302 | 314 | 233 | 287 | 156 | 379 | 1,748 | 3,976 |
| Poles, N. E. S..... | | 2 | | 1 | | 2 | | 8 | 1 | 14 |
| " Austrian..... | 27 | 20 | 25 | 29 | 55 | 68 | 29 | 34 | 53 | 340 |
| " German..... | 12 | | | 1 | 1 | | | 1 | 4 | 19 |
| " Russian..... | 8 | 10 | 7 | 9 | 15 | 23 | 14 | 8 | 9 | 103 |
| Roumanian..... | 28 | 9 | 3 | 11 | 22 | 38 | 22 | 75 | 20 | 228 |
| Russian, N. E. S..... | 13 | 28 | 11 | 6 | 73 | 102 | 54 | 32 | 217 | 536 |
| Finns..... | 5 | 4 | 4 | 11 | 5 | 12 | 2 | 7 | 13 | 63 |
| Spanish..... | 5 | 7 | | 1 | | | | | | 13 |
| Swiss..... | 4 | | | 3 | 1 | | 1 | 2 | 9 | 20 |
| Servian..... | 1 | | | 1 | | | | | | 1 |
| Danish..... | 1 | 1 | 3 | 10 | 11 | 3 | 1 | 1 | 16 | 47 |
| Swedish..... | 13 | 12 | 14 | 19 | 22 | 12 | 5 | 8 | 26 | 131 |
| Norwegian..... | 8 | 19 | 18 | 8 | 16 | 14 | 14 | 13 | 22 | 132 |
| Turks..... | 4 | 28 | 19 | 13 | 23 | 40 | 17 | | 34 | 178 |
| Armenians..... | 4 | | 9 | | 5 | 4 | 5 | 6 | | 33 |
| Syrians..... | 14 | 1 | 2 | 5 | 15 | 4 | 7 | | 1 | 49 |
| U. S. A. Citizens..... | | | | | | 1 | | 2 | | 3 |
| Negro..... | 1 | | | | | | | | 1 | 2 |
| Totals..... | 760 | 861 | 869 | 928 | 1,127 | 1,564 | 877 | 1,200 | 4,865 | 13,051 |

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, via Ports in the United States, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

| | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-------------------------|-------|------|-------|------|-------|-------|------|-------|-------|---------|
| Agriculturists..... | 55 | 21 | 59 | 42 | 106 | 110 | 47 | 70 | 799 | 1,309 |
| General labourers..... | 411 | 497 | 450 | 529 | 620 | 793 | 395 | 744 | 2,486 | 6,925 |
| Mechanics..... | 96 | 92 | 101 | 71 | 151 | 262 | 163 | 300 | 604 | 1,740 |
| Clerks..... | 40 | 49 | 29 | 33 | 47 | 56 | 75 | 52 | 190 | 571 |
| Miners..... | 4 | 10 | 12 | 6 | 20 | 12 | 2 | 8 | 26 | 100 |
| Female servants..... | 29 | 44 | 42 | 51 | 67 | 116 | 59 | 39 | 182 | 629 |
| Not classed..... | 125 | 148 | 176 | 196 | 116 | 215 | 136 | 87 | 578 | 1,777 |
| Totals..... | 760 | 861 | 869 | 928 | 1,127 | 1,564 | 877 | 1,200 | 4,865 | 13,051 |
| Maritime Provinces..... | 25 | 35 | 31 | 28 | 34 | 42 | 2 | 21 | 66 | 284 |
| Quebec..... | 188 | 208 | 214 | 183 | 267 | 296 | 242 | 300 | 1,135 | 3,033 |
| Ontario..... | 328 | 404 | 322 | 389 | 442 | 730 | 385 | 504 | 2,599 | 6,103 |
| Manitoba..... | 91 | 63 | 128 | 102 | 152 | 280 | 89 | 157 | 512 | 1,574 |
| Saskatchewan..... | 31 | 42 | 36 | 87 | 65 | 89 | 67 | 29 | 54 | 500 |
| Alberta..... | 19 | 31 | 24 | 31 | 76 | 58 | 28 | 23 | 126 | 416 |
| British Columbia..... | 73 | 78 | 114 | 108 | 90 | 69 | 64 | 166 | 368 | 1,130 |
| Yukon..... | 5 | | | | 1 | | | | 5 | 11 |
| Totals..... | 760 | 861 | 869 | 928 | 1,127 | 1,564 | 877 | 1,200 | 4,865 | 13,051 |

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada, March

| Nationality. | SEX. | | | | TRADE OR | | | | | | | | | |
|-------------------|--------|----------|-----------|---------|--|----------|-----------|-----------------------|----------|-----------|------------|----------|-----------|--|
| | Males. | Females. | Children. | Totals. | Farmers or Farm Labourers Class. | | | General Labourers. | | | Mechanics. | | | |
| | | | | | Males. | Females. | Children. | Males. | Females. | Children. | Males. | Females. | Children. | |
| African, South. | 1 | 2 | 2 | 5 | | | | | | | | | | |
| Australian. | 4 | | 1 | 7 | | | | | | | | | | |
| Austrian, N.E.S. | 293 | 37 | 9 | 339 | 114 | 3 | 4 | 163 | 4 | | 7 | 2 | | |
| Bohemian. | 15 | 9 | 6 | 30 | 1 | 1 | | 11 | 1 | 1 | 2 | 1 | | |
| Buckowinian. | 1 | | | 1 | | | | | | | | | | |
| Croatian. | 134 | 8 | 4 | 146 | 36 | | | 88 | 2 | | 1 | 1 | 1 | |
| Dalmatian. | 44 | | | 44 | | | | 44 | | | | | | |
| Galician. | 3 | 4 | 6 | 13 | | | | 2 | 1 | | | | | |
| Hungarian, N.E.S. | 138 | 29 | 22 | 189 | 93 | 2 | 2 | 37 | 7 | 16 | 6 | | | |
| Magyar. | 241 | 57 | 44 | 342 | 11 | 1 | | 229 | 21 | 16 | 8 | 2 | 3 | |
| Ruthenian. | 248 | 33 | 22 | 303 | 12 | | | 230 | 18 | 18 | 5 | | | |
| Slovak. | 116 | 14 | 12 | 142 | 2 | | | 111 | 1 | 2 | 2 | | | |
| Belgian. | 49 | 16 | 6 | 71 | 6 | 3 | 1 | 22 | 5 | 2 | 15 | 2 | 2 | |
| Bulgarian. | 121 | | | 121 | 33 | | | 86 | | | 2 | | | |
| Dutch. | 32 | 9 | 5 | 46 | 12 | 2 | 1 | 10 | | | 5 | 3 | | |
| French. | 148 | 86 | 49 | 274 | 24 | 4 | 3 | 25 | 4 | 1 | 13 | 3 | 7 | |
| German, N.E.S. | 284 | 185 | 220 | 689 | 53 | 33 | 59 | 124 | 43 | 87 | 59 | 7 | 3 | |
| Prussian. | 1 | 1 | | 2 | | | | 1 | | | | | | |
| English. | 1,290 | 488 | 652 | 2,430 | 247 | 22 | 44 | 350 | 77 | 137 | 408 | 109 | 138 | |
| Welsh. | 14 | 4 | 1 | 19 | 1 | | | 2 | | | 4 | | | |
| Scotch. | 206 | 93 | 25 | 324 | 29 | 2 | | 33 | 1 | 1 | 84 | 14 | 7 | |
| Irish. | 110 | 72 | 13 | 195 | 18 | 4 | 1 | 20 | 2 | 9 | 21 | 4 | | |
| West Indian. | 8 | 3 | 3 | 14 | | | | | | | 3 | | | |
| Jamaican. | 1 | 3 | | 4 | | | | | | | | | | |
| Greek. | 212 | 7 | 12 | 231 | 4 | | | 191 | 2 | 4 | 9 | 1 | 3 | |
| Hebrew, N.E.S. | 45 | 17 | 14 | 76 | 1 | | | 11 | | | 22 | 5 | 9 | |
| Russian. | 364 | 327 | 364 | 1,055 | 16 | 6 | 12 | 96 | 25 | 48 | 196 | 104 | 70 | |
| Austrian. | 23 | 18 | 17 | 58 | | 1 | 1 | 14 | 2 | 2 | 1 | 4 | | |
| German. | 2 | | | 2 | | | | | | | | | | |
| Italian. | 3,355 | 346 | 275 | 3,976 | 176 | 5 | 9 | 2,963 | 161 | 178 | 165 | 19 | 10 | |
| Poles, N.E.S. | 10 | 3 | 1 | 14 | | | | 8 | | 1 | 2 | 1 | | |
| Austrian. | 254 | 51 | 35 | 340 | 1 | | | 232 | 15 | 20 | 19 | 4 | 1 | |
| German. | 10 | 2 | 7 | 19 | 2 | 1 | 7 | 8 | | | | | | |
| Russian. | 83 | 12 | 8 | 103 | 2 | | | 63 | | | 12 | 1 | | |
| Roumanian. | 177 | 23 | 28 | 228 | 18 | 2 | 10 | 157 | 7 | 15 | | | | |
| Russian, N.E.S. | 284 | 116 | 139 | 539 | 52 | 13 | 34 | 179 | 29 | 35 | 34 | 21 | 9 | |
| Finn. | 46 | 13 | 4 | 63 | 1 | | | 41 | 1 | 2 | 4 | 3 | | |
| Spanish. | 7 | 2 | 4 | 13 | | | | 2 | 1 | 4 | | | | |
| Swiss. | 15 | 4 | 1 | 20 | 4 | | | 3 | | | 1 | | | |
| Servian. | 1 | | | 1 | | | | | | | | | | |
| Danish. | 24 | 14 | 9 | 47 | 2 | | | 15 | 2 | 3 | 5 | 1 | | |
| Swedish. | 81 | 37 | 13 | 131 | 3 | | | 58 | 5 | 5 | 12 | | | |
| Norwegian. | 84 | 28 | 20 | 132 | 8 | 1 | | 57 | | | 14 | 2 | | |
| Turks. | 155 | 15 | 8 | 178 | 28 | | | 114 | 5 | 5 | 7 | 1 | | |
| Armenians. | 32 | 1 | | 33 | 4 | | | 29 | | | 7 | 1 | | |
| Syrians. | 28 | 15 | 6 | 49 | | | | 22 | 9 | 6 | 5 | 1 | | |
| U.S.A. Citizens. | 3 | | | 3 | 1 | | | 2 | | | | | | |
| Negro. | 1 | 1 | | 2 | | | | | | | | | | |
| Totals. | 8,798 | 2,198 | 2,055 | 13,051 | 1,015 | 106 | 188 | 5,836 | 451 | 638 | 1,160 | 317 | 263 | |

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V.

via Ports in the United States for the Fractional Fiscal Year 1906-7 (9 months, ending 31, 1907).

| OCCUPATION. | | | | | | | | | | DESTINATION. | | | | | | | |
|---------------------------|----------|-----------|---------|----------|-----------|---------------------|-----------------|----------|-----------|------------------------|---------|----------|-----------|---------------|----------|-------------------|--------|
| Clerks, Trad- ers, &c. | | | Miners. | | | Female Servants. | Not classified. | | | Maritime Provinces. | Quebec. | Ontario. | Manitoba. | Saskatchewan. | Alberta. | British Columbia. | Yukon. |
| Males. | Females. | Children. | Males. | Females. | Children. | | Males. | Females. | Children. | | | | | | | | |
| 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 | 1 | | 4 | | | | | |
| 6 | 2 | 1 | | | | 18 | 1 | 2 | 4 | 12 | 165 | 17 | 93 | 10 | 4 | 1 | |
| | | | 1 | 1 | 1 | 3 | | 2 | 4 | 13 | 2 | 3 | 1 | 5 | 6 | | |
| | | | | | | 3 | 9 | 2 | 3 | 2 | 1 | | | | | | |
| | | | | | | 1 | 1 | 2 | 6 | 1 | 1 | 33 | 4 | | | 7 | |
| | | | 2 | 1 | | 5 | | 5 | 4 | 16 | 11 | 85 | 26 | 19 | 16 | 7 | |
| 1 | | | 1 | | | 15 | | 18 | 25 | 86 | 7 | 129 | 64 | 37 | 16 | 3 | |
| | | | 1 | | | 10 | | 5 | 4 | 6 | 69 | 103 | 105 | 11 | 4 | 5 | |
| | | | 1 | | | 8 | | 5 | 10 | 3 | 1 | 35 | 18 | | 44 | 40 | |
| 2 | | | | | | 2 | 3 | 4 | 1 | | 26 | 7 | 19 | 4 | 7 | 8 | |
| | | | | | | | | | | | 2 | 119 | | | | | |
| 3 | 1 | | | | | | 2 | 3 | 4 | | 4 | 8 | 26 | 8 | | | |
| 19 | 4 | 2 | | | | 5 | 67 | 66 | 27 | 5 | 172 | 37 | 24 | 17 | 14 | 5 | |
| 29 | 3 | 10 | 3 | 1 | 2 | 36 | 16 | 62 | 59 | 4 | 65 | 115 | 262 | 184 | 46 | 12 | |
| | | | | | | 1 | | | | | | | 2 | | | | |
| 176 | 32 | 11 | 23 | 3 | 6 | 147 | 86 | 98 | 316 | 8 | 364 | 1,605 | 208 | 32 | 77 | 129 | |
| 4 | 1 | 1 | 2 | | | 3 | 1 | 2 | 7 | | 5 | 7 | 2 | | 1 | 4 | |
| 33 | 6 | 1 | 6 | 1 | | 39 | 21 | 39 | 16 | 8 | 59 | 167 | 47 | 6 | 4 | 31 | |
| 32 | 8 | 3 | 2 | | | 46 | 17 | 14 | | 2 | 43 | 106 | 15 | 2 | 16 | 11 | |
| 1 | | | | | | | 4 | 3 | 3 | | 6 | 8 | | | | | |
| 1 | | | | | | 3 | | | | | 3 | 1 | | | | | |
| 6 | | | | | | 2 | 2 | 2 | 5 | 2 | 136 | 80 | 2 | | | 11 | |
| 11 | 3 | | | | | 7 | | 2 | 5 | 2 | 36 | 28 | 11 | | 1 | | |
| 46 | 16 | 27 | | | | 37 | 10 | 119 | 207 | 12 | 317 | 550 | 137 | 18 | 18 | 3 | |
| 7 | 2 | 1 | | | | 3 | 1 | 6 | 13 | | 13 | 41 | 4 | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 13 | 1 | | 28 | 2 | | 82 | 10 | 76 | 78 | 39 | 1,070 | 2,019 | 62 | 5 | 83 | 698 | |
| | | | | | | 2 | | | | | 3 | 8 | 3 | | | | |
| | | | 1 | | | 19 | 1 | 13 | 14 | 23 | 101 | 73 | 119 | 2 | 29 | 2 | |
| | | | | | | 1 | | | | 1 | | 6 | 12 | | | | |
| 3 | | | 1 | | | 5 | 2 | 6 | 8 | | 38 | 53 | 7 | | 1 | 4 | |
| 2 | | | | | | 12 | | 2 | 3 | 1 | 139 | 46 | 21 | 21 | | | |
| 11 | 2 | 1 | 1 | | | 28 | 7 | 23 | 37 | 13 | 99 | 131 | 187 | 72 | 13 | 21 | |
| | | | | | | 8 | | 1 | 2 | | 2 | 50 | 3 | | | 8 | |
| 3 | | | | | | 1 | 2 | | | | 8 | 5 | | | | | |
| 4 | | | | | | 2 | 3 | 2 | 1 | | 5 | 7 | 3 | 2 | | 3 | |
| 1 | | | | | | | | | | | 1 | | | | | | |
| 2 | | | | | | 8 | | 3 | 6 | | 3 | 11 | 22 | 9 | 1 | 1 | |
| 2 | | | 6 | | | 27 | | 5 | 8 | | 6 | 45 | 28 | 14 | 7 | 31 | |
| 1 | 1 | | | | | 13 | 4 | 11 | 29 | 3 | 5 | 21 | 13 | 20 | 12 | 58 | |
| 4 | 1 | | | | | 7 | 2 | 1 | 3 | 2 | 26 | 142 | | | | 8 | |
| 1 | | | | | | | | | | | 1 | 32 | | | | | |
| 1 | | | | | | 4 | | 1 | | 15 | 17 | 16 | | | | 1 | |
| | | | | | | | | | | | 1 | 2 | | | | | |
| | | | | | | 1 | 1 | | | | 1 | 1 | | | | | |
| 428 | 84 | 59 | 82 | 9 | 9 | 629 | 277 | 602 | 898 | 284 | 3,033 | 6,103 | 1,574 | 500 | 416 | 1,130 | |

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The volume of work at headquarters has not shown any diminution. In the nine months ending March 31, 1906, 90,557 attachments were made to our files; during the similar period covered by this report the number of attachments was 102,956, and during this same period 226,358 requests for information, direct and indirect, were attended to, and 2,957,027 pamphlets, &c., were sent out.

The following is a statement showing immigration literature ordered during the nine months referred to:—

| | |
|--|---------|
| Gaelic pamphlet. | 10,000 |
| The Canadian West. | 1,500 |
| Symposium of Ideas and Prophecies. | 1,500 |
| The Canadian West. | 100,000 |
| Reliable Information. | 2,000 |
| Western Canada a land of Unequalled Opportunities. | 2,000 |
| Western Canada a land of Unprecedented Progress. | 2,000 |
| Great Growth of Western Canada. | 2,000 |
| Book of Lectures. | 200 |
| The Story of Western Canada Crop. | 300,000 |
| Farm and Ranch Review. | 5,000 |
| Canadian Year Book. | 5,000 |
| Prince Edward Island pamphlet. | 30,000 |
| Immigration Act. | 40,000 |
| Canada in a Nutshell. | 100,000 |
| Home Building in Canada. | 115,000 |
| Classes wanted in Canada. | 50,000 |
| Land Regulations. | 50,000 |
| Canada wants Domestic Servants. | 50,000 |
| A Travers le Canada. | 20,000 |
| Illustrated Pamphlet of Winnipeg. | 1,000 |
| Everyman's Geology of Three Prairie Provinces of the Canadian West. | 5,000 |
| Eastern Townships. | 30,000 |
| Reduced rates for Settlers. | 100,000 |
| How to Succeed in Canada. | 200,000 |
| Canada Work, Wages and Land (English). | 200,000 |
| “ “ (Danish). | 20,000 |
| “ “ (Norwegian). | 20,000 |
| “ “ (Finnish). | 20,000 |
| “ “ (German). | 20,000 |
| “ “ (Swedish). | 20,000 |
| “ “ (French). | 20,000 |
| “ “ (Belgian). | 20,000 |
| Canada the Land of Opportunity (English). | 200,000 |
| “ “ (Swedish). | 50,000 |
| “ “ (Norwegian). | 50,000 |
| “ “ (Finnish). | 50,000 |
| “ “ (Danish). | 50,000 |
| “ “ (Flemish). | 50,000 |
| “ “ (French). | 50,000 |
| Western Canada. | 500 |
| Climate of Canada. | 500 |
| Western Canada Early Days. | 500 |
| Western Canada Crop Prospects. | 500 |
| What Canada Possesses. | 500 |
| Letters from Successful Settlers (French). | 20,000 |

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| | |
|------------------------------|---------|
| Hangers.. | 50,000 |
| Facts for Settlers.. | 100,000 |
| Last Best West.. | 375,000 |

Maps.

| | |
|--|---------|
| School Map of Canada (English).. | 30,000 |
| School Map of Canada (French).. | 5,000 |
| Battleford Map.. | 10,500 |
| Where and How. Folder Map.. | 100,000 |
| Manitoba, Saskatchewan and Alberta Map.. | 11,000 |
| Small Dominion of Canada Map.. | 5,000 |

Newspapers.

| | |
|---|--------|
| 'Alberta German Herald'.. | 10,000 |
| 'Morning Chronicle,' Halifax.. | 15,000 |
| 'Le Courier de l'Ouest'.. | 10,000 |
| 'Saskatoon Phoenix'.. | 10,000 |
| Hungarian paper, Winnipeg.. | 15,000 |
| Polish paper, Winnipeg.. | 10,000 |
| German paper, Battleford.. | 25,000 |
| 'The Canada' (Swedish Weekly).. | 15,000 |
| 'Der Nordwesten' (German).. | 36,000 |
| 'Logberg' (Icelandic).. | 36,000 |
| 'Outdoor Canada'.. | 450 |
| 'Canadian Life and Resources'.. | 4,500 |
| 'Danebrog' (Danish).. | 9,000 |
| 'Canada,' London, England.. | 18,750 |
| 'Christmas Globe'.. | 200 |

There has been an extraordinary demand in recent years for farm help in the province of Ontario, and in order to assist as far as possible in meeting this demand the plan will be tried this year of employing agents on commission. We have in view somewhere in the neighbourhood of 200 men, residing in agricultural centres in this province, who will, I think, be found willing and able to render valuable assistance in the distribution of immigrants of the farm labourer class. A wide distribution of the help coming in will thus be insured and the expense to the department will be very moderate, as we will only pay for work actually done.

The operations of the department for the fractional fiscal year in the United States are reported on by the Inspector of Agencies, Mr. White, and the medical service is dealt with in Dr. Bryce's report.

I have received a report from The Women's National Immigration Society, 87 Osborne Street, Montreal, showing that during the nine months ending the 31st ultimo 393 immigrants passed through the home maintained by this society at the above address, and the secretary states that the class of women arriving was most satisfactory and that all are doing well.

The Ottawa Valley Immigration Aid Society, which receives some financial assistance from the department, has continued to do good work during the year, the society's register showing an average of something over 200 visitors per month, and a large distribution of advertising matter. From the annual report I learn that the society arranged for ten lectures and directed the placing of 661 settlers, 350 in New Ontario, 190 in New Quebec, and 121 in the western provinces.

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The active and useful work carried on for a number of years by the Quebec and Lake St. John Repatriation and Colonization Society of the province of Quebec has now been taken over by our department, and the secretary and some other members of the staff of the society have become employees of the department. Offices in connection with this special work are now maintained in Quebec and in Biddeford, Maine, and the arrangement is, I think, likely to be productive of good results.

Your obedient servant,

W. D. SCOTT,
Superintendent of Immigration.

SESSIONAL PAPER No. 25

OPERATIONS IN EUROPE.

No. 1.

REPORT OF THE HIGH COMMISSIONER.

OFFICE OF THE HIGH COMMISSIONER FOR CANADA.

17 VICTORIA STREET, LONDON, S.W., August 3, 1907.

The Honourable

The Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit, herewith, the reports of the agents of your department in Europe on emigration matters for the year ended March 31, 1907.

At the present time these representatives are: Mr. J. Bruce Walker, Assistant Superintendent of Emigration, 11-12 Charing Cross, London, S.W.; Mr. A. F. Jury, Old Castle Buildings, Preeson's Row, Liverpool; Mr. G. H. Mitchell, 139 Corporation Street, Birmingham; Mr. John Webster, 35 and 37 St. Enoch Square, Glasgow; Mr. Edward O'Kelly, 17-19 Victoria Street, Belfast; Mr. H. M. Murray, 81 Queen Street, Exeter; Mr. L. Burnett, 16 Parliament Street, York, and Mr. John McLennan, 26 Guild Street, Aberdeen; Mr. Paul Wiallard, Paris, and Mr. Treau de Cœli, Antwerp.

During the year the agency at Cardiff was closed, and new offices opened at Exeter, York and Aberdeen, Mr. Murray being transferred from Cardiff to Exeter, and Messrs. Burnett and McLennan, who were appointed during the year under review, respectively taking charge of the two latter.

Two important matters which engaged my attention during the year were the question of fraudulent attempts to induce persons to proceed to Canada, and the emigration to the Dominion of persons to whom the provisions of the Immigration Act, which prohibits the landing of certain classes of immigrants, would apply.

The former was a matter which had arisen out of the trouble created by the action of certain interested persons in introducing English printers into Winnipeg during the progress of a strike, and it formed the subject of a visit to this country by Mr. Mackenzie King, the Deputy Minister of Labour. I had an opportunity of fully discussing it with the president of the Board of Trade, and in the end a satisfactory clause was inserted in the Merchant Shipping Act Amendment Bill, then before the Imperial parliament, which passed into law during last session, which makes it an offence, liable to a fine not exceeding £50, or to imprisonment, to induce or attempt to induce any person to emigrate, or to engage a steerage passage, under false pretences.

During the interviews which I had with the president of the Board of Trade, I laid fully before him the objections of the Canadian government to the emigration of persons whose landing in Canada is prohibited, in the hope that provisions might also be included in the merchant shipping legislation referred to above, with the object of meeting the views of your department in the matter.

One of the points I presented was that some measures ought to be taken in the United Kingdom to prevent the embarkation of undesirable emigrants, in order to avoid unnecessary hardship and expense to such emigrants, having in view the fact that the Canadian government had provided itself with powers to deport undesirables, and was determined to enforce them. At present the only statutory powers possessed by the Board of Trade are in regard to the inspection at the port of departure of all steerage passengers about to proceed in an emigrant ship, 'so as to see that none of them appear to be by reason of any bodily or mental disease unfit to proceed or likely

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to endanger the health or safety of the other persons about to proceed in the ship.' This provision, it is held, has reference only to the voyage of the ship, and is only intended to secure that no person is allowed to go on board who is likely, during the voyage, to be a danger to himself or to others.

Mr. Lloyd George gave a very sympathetic hearing to my representations, and assured me that the matter would receive every attention both by himself personally and by his department. Ultimately, however, it was found that the question could not be satisfactorily dealt with in the bill already mentioned, at so late a stage of its progress through parliament.

At the present time no effective means of meeting the views of the Canadian government are available, but I shall continue to watch the matter closely, and shall lose no opportunity of impressing its importance upon the Imperial authorities, with the view of obtaining, if possible, the adoption of provisions to secure the exercise by medical officers at ports of embarkation of a full measure of discretion in rejecting undesirables.

Another serious matter to which I have drawn the attention of the Imperial authorities is that magistrates and others have repeatedly deferred passing judgment on transgressors against the law, on the condition of their being sent to Canada.

I have, from time to time, had direct correspondence with recorders, chairmen of sessions, and others, whenever a particular case of the kind came under my notice, formally and emphatically condemning such action. Attention has also been widely drawn to the views of your department on the matter in the press of this country, and I hoped, as a consequence, no further causes of complaint would arise.

In view, however, of the two further cases which you recently brought to my attention, I felt compelled to make official representations to His Majesty's government on the subject. These negotiations are still pending, but I hope they may lead to steps being taken which will put a stop altogether to countenance being given by magistrates and others concerned to the sending of persons convicted of crime to Canada.

In conclusion, I should wish to state that the emigration work of your department generally on this side may be regarded as in a most satisfactory condition. Canada, as a land of opportunity, looms larger in the eye of the public than ever, and holds a unique position by reason of her manifold attractions. At the same time I have thought it well, on all occasions, to impress upon the agents of your department, as well as upon those private enterprises which are engaged in obtaining labour in Great Britain for Canada, the desirability of keeping well within the mark, when representing to persons of suitable classes who may contemplate emigrating, the great advantages offered by the Dominion.

I have the honour to be, sir,

Your obedient servant,

STRATHCONA,

High Commissioner.

No. 2.

REPORT OF MR. J. BRUCE WALKER.

ASSISTANT SUPERINTENDENT'S OFFICE,
11 AND 12 CHARING CROSS,
LONDON, S.W., May 14, 1907.

The Right Honourable
LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.,
High Commissioner for Canada.

MY LORD.—I have the honour to submit herewith the report of the Emigration Branch of the Interior Department for the period ending March 31, 1907, together with the reports of the government agents under this branch throughout the United Kingdom, France and Belgium, for the same period.

The financial period ending in March has shown a most agreeable increase in emigration from the United Kingdom to Canada. This increase has been not only in numbers, but, what is of more importance, in quality, and I feel sure that the advent of so many suitable immigrants must be of distinct advantage to the Dominion of Canada.

The visit of the Minister of the Interior last summer, and the close personal inquiry he made into the entire organization from its main principles to its details has resulted most satisfactorily. In consequence of his visit a re-organization and extension of the work of the emigration propaganda has taken place in England, Scotland and Ireland. After consultation with the minister I was instructed to remove the office hitherto existing in Cardiff to Exeter, to remove the office hitherto existing in Dublin to Belfast, to open a new office at York, and to open a new office at Aberdeen. My instructions also were that in the case of the new offices, as well as the existing ones, efforts should be made to obtain premises on the ground floor, with an attractive street front, so that the qualities and characteristics of Canada should be readily advertised. The result of this policy of the minister is abundantly manifested in the vast additions to the number and quality of emigrants leaving these shores this season for Canada. The office windows have been made most attractive and distinctly Canadian, and have been not only the centre of much observation on the part of the public of the respective communities, but have received wide-spread notices from the entire press of the country.

In addition to the amplification of a propaganda in this direction, a system of judicious advertising, particularly in the rural press, has been engaged in. The general policy in this regard has been to avoid the large metropolitan and large provincial city newspapers, and to reach the agricultural classes more directly through the medium of the country weekly, semi-weekly or tri-weekly. In this manner it has been possible to bring the claims of Canada before an increasingly large number of rural readers, and thus touch a class of most desirable emigrants, and those best calculated to make a success of life in the Dominion.

The arrangement by the Minister and the Superintendent of Immigration at Ottawa for a visit of a corps of specially selected farmer delegates to this country has been most successful. These delegates have aided effectively the work of the permanent agents of the department throughout Great Britain and Ireland. The delegates were selected from different parts of the Dominion, ranging from Nova Scotia to British Columbia. They were not only successful farmers, but had the practical experience of a life time of Canadian farming, and were unusually bright, active and energetic men. They were recognized throughout this country as mission-

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aries of Canadian farming life, redolent of the soil which they cultivate, and full of valuable information from a personal knowledge of the existing conditions and requirements in the land they represent.

The quantity and the quality of emigration to Canada are beginning to attract the attention of the 'Home' authorities in this country, being practically limited only to the means of transportation. The agencies to which I have alluded above are largely responsible for the great increase, and I feel that the only barrier to a still further increase in numbers is the painfully apparent insufficiency of steamship accommodation from these islands and from certain parts of the continent to Canada. I venture to think the steamship companies have regarded the situation in this light, as I am pleased to be able to inform your Lordship that the companies now doing business have almost all of them made arrangements for the further extension of their fleets by the purchase and by the building of additional ships, and I sincerely trust that in future years all those who are desirous of settling in our country may be carried comfortably to their desired haven by Canadian bound ships.

Since I have been in charge of the propaganda here, under your Lordship, I have sought to impose a higher standard upon those classes of emigrants over which we have control particularly, and over all emigrants generally. I disapprove strongly of efforts to paint Canada as a 'land flowing with milk and honey,' or a place providing an easy existence for those who are readily tired of work. The greatest attraction of our country is the ready results that follow energy, ambition and determination. I have endeavoured everywhere to impress, and have asked our agents to impress upon the steamship booking agents that the story of Canada and her attractions should be a 'plain unvarnished tale,' and that, in a word, the men whom we want above all others, are the men of ambition and healthy condition; the men of good muscle who are willing to hustle.

I am glad to find the campaign of education carried on for many years by the department here, is bearing good fruit, and that the absurd and antiquated notions that Canada is a place for every 'wastrel' is slowly but surely dying out, and that even amongst the magistracy of the country there are very few who now think of Canada as the 'dernier ressort' of the ne'er-do-weel.

The prospects for the future are extremely bright and encouraging. It is true that in the public press, from time to time, there are letters discounting the advantages of Canada, and taking a gloomy view of the opportunities of the British emigrant. At one time it was considered necessary that official recognition should be made of these communications. That day has passed away. For every letter in the public press condemning the claims of Canada will be found several spontaneous and voluntary efforts advocating the opportunities the Dominion provides for the healthy and determined settler. A comparison between the past and present cannot but be gratifying to those not only in the service of the government, but in the service of the steamship companies who have long laboured to place the advantages of Canada before the public of this country, and there is no small triumph to the efforts of these to compare a paltry 11,000 persons who left England for Canada in 1897 with the 130,000 who will leave these shores for that country during the calendar year of 1907.

I have to thank your Lordship most sincerely, and most cordially, for your extremely warm and personal interest in the Emigration Branch of the Interior Department. I thank you for the ready access I always have to yourself, for the valuable assistance, and for the kindly advice given upon all occasions, and I cannot close this brief report without speaking from my heart of the cordial co-operation of the entire staff of the Emigration Branch, and particularly of the loyal and enthusiastic support I have all along received from the staff of my own immediate office, as well as from the agents throughout the United Kingdom and the continent.

I have the honour to be, my Lord,

Your obedient servant,

J. BRUCE WALKER,

Assistant Superintendent of Emigration.

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No. 3.

REPORT OF A. F. JURY.

OLD CASTLE BUILDINGS,

PREESON'S ROW, LIVERPOOL, April 22, 1907.

J. BRUCE WALKER, Esq.,

Assistant Superintendent of Emigration,

11-12 Charing Cross, London. S.W.

SIR,—In presenting my annual report, I am glad to be able to say that the prediction I made last year in regard to the increase in the numbers going to Canada, has been verified, and that with proper guidance the numbers must go on increasing from year to year.

I am pleased to be able to report the most gratifying results from the loaning of exhibits to steamship agents, and I would respectfully suggest an increase in this branch of our work, by supplying the government agents with exhibits in such quantities as to enable them to comply with the requests of all the steamship agents asking for exhibits, as I think this is the cheapest and best way of bringing the claims of Canada before the British public.

The outside work, as usual, has consisted of visiting steamship agents, lecturing and attending agricultural shows.

I have had the opportunity of meeting large numbers of people at the shows and steamship agents' offices, and the lectures, with a few exceptions, have been better attended than ever.

The work in the office has been very much increased, not only by the larger amount of correspondence, and attending to personal callers, but by having the literature and exhibits stored and distributed from here, and by the increased number of deported that are landed here under most distressing circumstances, and who have to be dealt with by this office, without having the power to expend any money to either relieve their hunger or send them to their destinations.

I would respectfully suggest that the government should induce the steamship companies to return deported emigrants to their homes, or give me power to incur the necessary expense.

This has enormously increased the work of the office, and but for the energetic and intelligent assistance I have received from my chief clerk, Mr. Edwin Macleod, it would have been impossible to have got through the large amount of extra work that has been thrown upon this office by the above mentioned causes.

I have the honour to be, sir,

Your obedient servant,

ALFRED F. JURY.

No. 4.

REPORT OF JOHN WEBSTER.

CANADIAN GOVERNMENT OFFICE,
35-37 ST. ENOCH SQUARE, GLASGOW, April 11, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I beg to submit my report for the year commencing July 1, 1906, to March 31, 1907.

During the summer season, and in connection with the government office at Dublin, I spent considerable portion of my time visiting fairs, markets, agricultural shows and other places where farmers congregate, there being no better opportunity than these for getting into touch with the agriculturists, and spreading the light regarding Canada. In addition to meeting the farmers, I employ a man for the purpose of distributing literature, of which I always carry a supply. When visiting the various towns in Ireland, I embrace the opportunity for calling upon the local steamship agents, and finding out how they are working, and as far as possible encouraging them to fresh effort. It very frequently happens, that in the small towns these agents are publicans, and I do not think it is from that class that the agents should be selected. The average steamship agent does not sufficiently advertise his company. In fact, very many agencies which I have visited have no indication whatever that they represent a steamship company. I would suggest that the steamship owners make careful revision of their agents.

There is a strong movement in Ireland antagonistic to the emigration of its people. As a result of this movement, I have experienced difficulty in securing admission for our exhibit at some of the shows where in previous years we were welcomed, but in spite of all opposition, it is satisfactory to note from the statistical returns, that the number of people emigrating from Ireland to Canada is steadily on the increase.

I have great faith in lecturing, especially so where the engagement is in a rural district. In addition to lecturing myself, I am always glad to lend the slides to parties making application for them.

The hanging map of the Dominion was in considerable demand, and I am pleased to say I have it in display in very many schools throughout Ireland, a particularly large demand for this map coming from the County Cork.

With the beginning of November I received a notification that you had been promoted to the charge of the London office, and that I had been appointed your successor in Glasgow. I immediately made preparations accordingly, arriving in Glasgow on December 4. I realized the importance of the position, and that I had a hard man to follow, but determined to make things go to the best of my ability.

Very shortly after my arrival, extensive advertisements were arranged for through your office. This, of course, resulted in a large correspondence, which kept myself and staff extremely busy.

With the commencement of January, the office was kept open until 9 p.m. three days per week, thus giving an opportunity to those who could not call during day time.

Early in the new year I was advised regarding the coming of farmers' delegates, so at once set to work preparing itineraries for them. Six of these delegates were placed under my direction, so, what between arranging itineraries for these gentle-

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men, office correspondence, and interviews with callers. I had a big work to attend to. I trust that these delegates' visits to Scotland may have materially helped our work. Four of these delegates have left, their work being concluded, and on each of them I have, in accordance with instructions received, reported to you fully regarding their work.

On instruction from the department, I have visited each steamer leaving the Clyde carrying passengers for Canada, and reported regarding the condition and accommodation of steamers, and number of passengers carried. That there is a large migration this year from Scotland to Canada is evidenced by the fact that the two lines, Allan and Donaldson, are fully booked forward to June 5, and now when emigrants require passages they have to book through the Liverpool sailings.

Official duties kept me so close during February and March, that I found it difficult to comply with your instruction that I should visit the steamship agencies in my district, and report on same. However, towards the end of the latter month I made commencement of this work, and hope shortly to be able to complete report regarding these agents.

I was very glad to receive an assortment of grasses and grains for distribution amongst the steamship agents. The grains received, I have made good use of. It would be a great advantage if we could receive, not only grasses and grains, but also samples of other products, including fruits. These would prove attractive, and help to educate the people regarding the possibilities in Canada.

Your active advertising propoganda this season has certainly had great results in increased correspondence and inquiry.

The increased bonus has, without a doubt, proved a spur towards stimulating steamship agents to fresh effort in the interests of Canada. In some cases the steamship agents were inclined to abuse the liberality of the government, by making claims which should not have been advanced. However, I am doing what I can towards checking this.

The emigration returns from Scotland for the year just concluded, should, both in numbers and quality of emigrant, prove satisfactory to the department.

JOHN WEBSTER,

Canadian Government Agent.

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No. 5.

REPORT OF G. H. MITCHELL.

139 CORPORATION STREET,

BIRMINGHAM, March 30, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I beg to submit my report for the nine months ending March 30, 1907.

In regard to the work itself there is little that can be added to what was written last year; my time has been occupied in attending to correspondence, interviewing callers, visiting steamship agents, arranging for the distribution of pamphlets at agricultural shows and other public gatherings in rural districts, supplying steamship agents with literature, and giving them information concerning Canadian affairs generally and emigration pointers in particular by means of typed sheets of Canadian notes extracted from the newspapers, and in other ways, to all of which matters I have had to give my personal attention.

In September last I received a visit from the Minister of the Interior, who at once decided that the office then occupied at 43 Cannon street, on the second floor, must be changed to a more prominent position, and acting under your instructions, after you had seen various premises about which particulars had been obtained, the offices at the above address were secured and fitted up. Being on the ground floor with a shop front, in the principal business street in Birmingham, the pictures and the display of Canadian products, grains, grasses and fruits, with which the window was fitted at once attracted great attention, and a very large increase in the number of applications for pamphlets and verbal information immediately followed. This window, of course, will be a continual advertisement, the value of which can scarcely be overestimated, as not only will it be always in front of the people of the town, but it will be seen by the hundreds of thousands of visitors from the country who visit Birmingham in the course of a year. There is scarcely a moment during the day in which there is not a number of interested spectators around the place.

The constant attention required in connection with the alteration and fitting up of the new premises and the increase in the office duties has interfered considerably with my outside work during the last three months, but this I hope to be able to take up again regularly within a very short time.

The principal shipping agents report the heaviest bookings in their experience, and the fact that all the Canadian liners have been booked up for weeks in advance, speaks for itself; numbers have elected to go via United States ports rather than wait for vacancies in the steamers sailing direct to the Dominion. The demand for second-class accommodation is some indication of the possession of means among those going out, but the third-class passengers also have been of a fine type as a rule, and many of them are possessed of money too, but prefer to keep it for use in Canada rather than spend it on additional comfort during the short sea voyage.

There has been an unprecedented demand for dollars on the agents who change money, and they have run short notwithstanding the fact that some of them at least had accumulated larger stocks than ever before owing to the quantity sent over by settlers to friends, and brought over by those who came to spend a short holiday. I have come into contact with a greater number of these than ever I met in any previous season. The people here cannot but be impressed with this evidence of prosperity

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in the Dominion; testimony of success has been abundant, complaints of failure few, and this is to an extent the cause of a sprinkling of men going out whom one would advise rather to stop at home; their friends or acquaintances have done well, and they will not be deterred, but in accordance with my instructions I have endeavoured to promote the emigration only of women for domestic work and men for farming or railway construction work, those familiar with such occupations especially, but at any rate of these desiring to learn, and of suitable physical capacity.

In regard to women, there is a keen demand here for competent domestic help, but a good number of young women anxious to better their positions are willing to go out, but have not the means with which to pay their fare. Many first rate farm labourers now engaged upon the land and wishing to emigrate are in a similar position.

This spring I have had the assistance of three of the delegates from the Dominion, Mr. P. M. Robinson, Mr. Spanner and Mr. E. W. Brewster. Itineraries were arranged for them in advance, and a great deal of interest was aroused by their visit, the information and advice their practical and recent experience enabled them to give, were sought by large numbers of people, and the advertising, the newspaper interviews and announcements have been of the highest benefit. The good effects will be felt for a long time, as while a proportion of the people seen were ready to go, others, especially those of substance, have to make preparations. One hears the visit of the 1903 delegates spoken of yet.

I find that there is annually a keener inquiry into the advantages of emigration, but unremitting effort, advertising in fact in as many varied forms as can be devised, will be still necessary to maintain the interest in Canada, the more so as the Australian colonies are becoming greater competitors, and have adopted many of our lines of work, going further indeed by giving assistance, and in the case of Queensland, free passages to agricultural labourers. The steamship agents report a considerable inquiry as the result.

I am,

Your obedient servant,

G. H. MITCHELL.

No. 6.

REPORT OF JOHN McLENNAN.

26 GUILD STREET, ABERDEEN, April 23, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to submit herewith the report of this office for the past year.

I arrived here on February 4, and found a large quantity of mail awaiting disposition, with the office unfinished, and the furniture had not arrived. About the 11th day of the month, however, the office was completed and ready for work. It is well fitted for the purpose, being located in one of the best corners in the city, opposite the station from which all trains come in and depart. It is tastily decorated and presents an attractive appearance, and is much admired by the thousands of people who pass.

The city of Aberdeen occupies a unique place in the north of Scotland, not only on account of it being the leading city, but also the centre to which all the surrounding gravitates.

The wisdom of having the office fixed at this point is evident from the very large number of people who have left here. From 25 to 50 have visited the office every day since opening, and over 1,200 have departed for Canada. My work has been largely that of routine order of answering the correspondence from intending emigrants and booking agents throughout the north of Scotland. I made one trip to the City of Inverness, and delivered a lecture to several companies of volunteers from the Islands of Uist, who were in that city drilling, and I am assured that the results have been very satisfactory by the number who have since booked.

The future outlook is exceedingly hopeful, and the class who are leaving here are very desirable. It is my purpose as soon as time will permit to visit every booking agent in my territory, and also to pay a visit to some of the sections in the western country, where there are no booking agents, and where there is an excellent class of people, if we could reach them, and which I am quite hopeful in some measure to do.

An emigration scheme by a gentleman in the north here, who claimed to represent the state of Georgia in the United States, promised at one time to seriously interfere with our work. He had as a representative in this city a well known citizen, and an officer of the city council. They secured some 500 names, but the scheme has entirely fallen to the ground, and the consequent failure of one scheme casts a reflection upon all others on account of the inability of the large number to properly discriminate. I am informed by booking agents, however, that all available space in boats is filled up for the next six weeks.

I have the honour to be, sir,

Your obedient servant,

JOHN McLENNAN.

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No. 7.

REPORT OF L. BURNETT.

16 PARLIAMENT STREET, YORK, April 1, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to submit to you my report for the short period this office has been in operation. I have visited a great number of the booking agents in my district, and found the majority of them very anxious to promote emigration to Canada.

Each one seems to have his own particular way in advertising and making his wants known to the intending emigrants, whom they generally book to some of the large cities, instead of to the country agents, appointed by the government to locate them on farms in Ontario, until they have got experience which they ought to have to make sure success for themselves in the west.

I do not know how this office compares in appearance or the volume of business done for the time it has been in operation, but I think it is doing fairly well, and I intend to do what I can to obtain for Canada the very best class of farm labourers and domestic servants possible.

Your obedient servant,

L. BURNETT.

No. 8.

REPORT OF H. M. MURRAY.

81 QUEEN STREET, EXETER, March 31, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I beg to report on the work of this agency during the nine months ending March, 1907.

At the direction of the Minister of the Interior and yourself my headquarters were removed from Cardiff, South Wales, to the city of Exeter, where the department has now a very fine office situated on the ground floor in one of the principal streets, with a couple of front windows well adapted for showing the produce of Canada. These windows being lit up at night with coloured electric lights are a great advertisement, causing crowds to assemble, discuss Canadian affairs, and come in to inquire for further information and ask for our pamphlets. The city of Exeter in the county of Devon is the centre of a splendid agricultural district, and already during the two months we have been located here good results have followed from our work. Correspondence is far in excess of that received in Cardiff, averaging as it does about forty letters daily and about the same number of personal callers for information; during the same period about one thousand bonus claims have been received, clearly proving that a good class of agriculturalists are moving from my district to Canada. So far Devon, Gloucester and Somerset are showing the best results, Hereford coming next. Wilts, Cornwall and Dorset are pretty slow, but I hope by next year to show a good return from these counties. The returns from Herefordshire come almost exclusively from the county town, the agents there being good active men are doing very well indeed. The same thing I might say applies to South Wales, as the bookings at Cardiff equal, if they do not outnumber, the whole principality.

I have devoted a part of each week to visiting the booking agents in my district, reports in regard to this work have been sent you weekly. A great number of these men are doing splendid work in the way of bookings for Canada. No doubt the bonus of £1 paid by the department on certain classes has been a great incentive for these gentlemen to work on our behalf. They are now spending more money upon advertising and making a better show at their doors and in their windows. Others, more especially in the small country districts, would like this done for them by the department or the steamship companies whom they represent. I hope in time, however, that when the agents of these small rural districts find an increased return from advertising work they will go more fully into it.

I was glad to have the assistance of Mr. Willans who lectured to large and appreciative audiences at Gloucester, Cheltenham, Bristol, Cardiff, Highbridge, Bridgewater and Exeter, as also Messrs. Aylesworth, Goulden, Beatty, Wilson and McLaughlin, from Prince Edward Island, as farmer delegates. All of these gentlemen have put in some splendid work, with good results. This I have proved by the fact that bonus claims have very shortly after their visit to a certain district been received in considerable numbers, and the booking agents with whom they were placed highly appreciated their services.

The motor wagon with exhibits of Canadian produce did some useful service at a number of agricultural shows in my district. It was a splendid exhibit and showed to many thousands the possibilities of Canada in an attractive and practical manner.

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Our lantern slides have been in active use during the winter. Many local clergymen and laymen have delivered voluntary lectures on the Dominion, thus making known to a wide circle the opportunities offered to desirable settlers.

The correspondence received during the nine months ending March 31 amounted to 2,938 and 3,841 sent. These numbers I am certain will be materially increased during the forthcoming fiscal year.

I was very glad to have had a visit from the minister at the end of last year which gave me an opportunity of personally explaining many of the features of our work.

I desire, sir, to thank yourself personally, as also the members of your staff, for the invariable assistance and advice I have received in regard to the work of emigration in which we are all equally interested.

I am, sir,

Your obedient servant,

H. M. MURRAY.

Agent for South Wales and West of England.

No. 9.

REPORT OF EDWARD O'KELLY.

CANADIAN GOVERNMENT OFFICES,

17 AND 19 VICTORIA STREET, BELFAST, April 1, 1907.

J. BRUCE WALKER, Esq.,

Assistant Superintendent of Emigration,
London.

SIR,—I beg to present my report for the fiscal year ending March 31, 1907. In consequence of the change in the date of the termination of the year, this report only covers a period of nine months. The number of callers at my office in the time above mentioned, and who registered their names and addresses was 3,569, which shows a proportionate increase over the year 1906 of 1,011.

The number of letters received 2,253, also dealt with proportionately, shows an increase of 1,017 over the year 1906.

The number of letters sent out, mostly containing literature, as well as the information required, was 2,476.

I attended with my stand of specimens of Canadian fruits, grain and grasses, at six show fairs, and found the people even more anxious than in the preceding years to examine the exhibits, hear all I could tell them about Canada, and obtain the pamphlets. The Canada stand has now become well known at show fairs, and is always crowded with people, many of whom informed me that their friends are doing very well in Canada, hence I suppose the ever-increasing interest in the stand.

I may say here that many of our newspapers constantly publish letters to me, from well satisfied settlers in Canada. Our success in inducing the Canadian Pacific Railway Company to call at this port every fortnight has also helped emigration to Canada and proved a profitable undertaking for that company, as we have almost always more people than they can provide accommodation for.

Acting on instructions received from the deputy minister, I visited Canada last October, and spent over two months travelling through the provinces of Ontario, Manitoba, Saskatchewan, and Alberta. I went west from Winnipeg on the Canadian Northern Railway to Edmonton through a district new to me, but which I can now recommend to intending settlers as a splendid agricultural country. During my stay in the west, I visited Old and New Battleford, Fort Saskatchewan, Edmonton, Strathcona, Red Deer, Calgary, Macleod, Lethbridge, Regina, Saskatoon, Prince Albert and Brandon. At all these places evidence of substantial growth and prosperity was apparent to me, and from many settlers who came to see me, having emigrated through this office, I was pleased to hear of nothing but success in the past, and faith in the future. The rapid rise of some of these men, notably in Winnipeg, Edmonton, Calgary, Regina and Saskatoon is marvellous. I attribute the increase in the number of callers at this office at the beginning of the year to some articles which appeared in the newspapers, commenting on my experiences in Canada. After closing the Dublin office in February, and being placed in charge of emigration in Ireland, I made a trip through the Midlands and south of Ireland, making myself acquainted, as far as possible, in the time at my disposal, with the prospects of emigration to Canada. I cannot say I found much encouragement either from conversations I had with the inhabitants, or from answers I had from the steamship booking agents whom I questioned when calling on them and inspecting their offices in Dublin, Sligo, Limerick, Cork, Waterford, Wexford, Kilkenny and Wicklow. As I have known for some time,

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and stated in my last report, the booking agents in many districts are timid about advertising, particularly when they are shopkeepers, which they mostly are, except in the cities. ✓

I forwarded to you my reports on these agencies, and since then I have inspected and reported on the principal steamship agencies in Ulster, making sixty reports in all.

With reference to the new organization formed by the government for the help of the steamship agents, I can only say that the agents so far are not availing themselves, to any extent, of the assistance afforded them. They give many reasons for not doing so, such as 'that the emigrant generally knows where he, or she, as the case may be, intends going to before they call on him.' They also state that numbers book directly to where they have friends doing well. I must say such has not been my experience, but lately the bulk of the callers at this office have been people with more or less capital, and with their minds fixed on the west, they are always pleased to take my advice as to a particular district. I fear the great reason for the agents here not dealing with the employment agents in Canada is that they are keenly alive to the trouble doing so would entail, and they see no money in the scheme for themselves. Added to this, a great number of the rural steamship agents engaged in shopkeeping have their places so crowded with goods they have hardly a place to write in.

The delegates sent to Ireland (the Rev. T. E. Burke, Mr. John Kennedy, Mr. John Fluker, and Mr. Joshua Fletcher), have been fairly successful, Mr. John Kennedy notably so, who had a month's start of the others.

The number of trade inquiries received at this office have been few, and generally referring to the tariff.

Your obedient servant,

EDWARD O'KELLY.

No. 10.

REPORT OF D. TREAU DE COELI.

ANTWERP, BELGIUM,

PLACE DE LA GARE, 23, March 31, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR.—I have the honour to submit the following report from July 1, 1906, to March 31, 1907.

Authorized by the department, I paid a flying visit to Canada, sailing from Antwerp on July 19, I was back at my office on September 1. During this short space of time I had the pleasure to travel as far as Edmonton, and to visit the new Belgian and French colonies, on the Canadian Northern, namely, Vonda, Howell and Aberdeen, where since a couple of years many a Belgian family has settled, every one of them having succeeded beyond their expectation.

Edmonton, which I had visited in 1898, had so wonderfully changed that it seemed to me a new city, and only for the picturesque sights in the immediate vicinity of the town, the splendid grandeur of the Saskatchewan river, I would never have believed that it was the Edmonton of eight years past. My intense desire of returning to Belgium in order to meet the Hon. Frank Oliver, Minister of the Interior, before his return to Canada, necessitated my speedy travel and the breaking off of many visits promised or engagements taken. I was convinced, however, that the great advantages Canada offered were increasing daily.

As before stated, I arrived at Antwerp on September 1, and I was pleased to meet the Honourable Minister of the Interior at my office, who already had received from my assistant any information he desired concerning the work done, the result obtained, &c. I supplemented all this by a general review of the emigration work, and I remarked with great satisfaction the keen interest the Hon. Frank Oliver took in everything that could further Belgian emigration.

The rooms occupied as offices not being in a central place, I designated premises close to the Main railroad station, one of the best situations in Antwerp. I was ordered by the minister to rent these and to have them fitted up, so as to be a credit to Canada. I acted according to the instructions received, and one month later I opened in Antwerp one of the best Canadian government offices, decorated by grasses, grain, stuffed fowls, appropriate photos and prints.

A new era began at once, visitors and inquirers came in, the public was aroused and felt interested by the superb display of the Canadian products, and most of my time was taken up by interviews.

Meanwhile I obtained from the department the authorization to publish a monthly paper in the French and the Dutch or Flemish languages, giving items of interest to future emigrants, especially letters from Belgians and Hollanders, settled in Canada, relating their experience and their success. This little periodical was eagerly looked for; I received from every corner of Belgium, of Holland, and even of Canada, letters full of praise, looking at the periodical as the most interesting and the most practical propaganda that could be made. This also resulted in an increased demand from teachers for maps and geographies. In my yearly report of July 1, 1905, I stated that in 22 schools the geography of Canada was taught; at this time, one year and nine months later, 505 teachers have the large map in their school and a sufficient number

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of geographies to satisfy their scholars; the demand is increasing daily, encouraged, nay, I may say, ordered by the school inspectors, acting upon the advice of the Department of Public Instruction.

While in Belgium everything looks promising, I am pleased to state that in Holland also the idea of emigration is advancing wonderfully, the Department of Foreign Affairs of the Netherlands has issued an official circular in which it summarizes some of the information given in the Canadian pamphlets, adding to this certain important instructions, finishing said circular by referring the would-be emigrant to myself for literature and information.

The printing of certain pamphlets in the Flemish or Dutch language, namely, 'Canada in a Nutshell,' 'Canada the land of opportunities,' and 'Canada, Work, Wages, Land,' will be a great propaganda help for the Flemish Belgians and for the Hollanders, and I shall endeavour to have these distributed in the most efficacious manner. The result of my work has been very satisfactory. It would be impossible to give the number of Belgians and Hollanders who emigrated, but I state with pleasure that the emigration has taken a new phase. A few years ago young men could be induced to leave, families very seldom. At present young men emigrate, but not so much for themselves as to open the way to their parents and family. Husbands are going, they work for a season, take up land, prepare a home and return for their wife and children, and these are not isolated cases, but have occurred repeatedly. At the same time, during their temporary sojourn here they are a great help at my lectures and meetings, and in every case take a certain number of emigrants with them.

Add to this the pleasing feature of the emigration of families with sufficient capital to settle on a farm and in many cases with a large amount of cash, the certain fact that the new colonist shall succeed, and by his letters published in the periodical becomes an assistant to the emigration propaganda and also that Canada is actually the only country which can offer the splendid advantages of homesteads to all newcomers, and I am confident that every one will feel assured that emigration from Belgium and Holland will increase continually and that the great majority of the future emigrants will be of a better class and that the social and financial position of them will certainly be superior to what it has been before.

Your obedient servant,

D. TREAU DE COELI,

Canadian Government Agent.

No. 11.

REPORT OF PAUL WIALARD.

AGENCY OF THE CANADIAN GOVERNMENT,
10 RUE DE ROME, PARIS, April 1, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to present to you my report for the year ending March 31, 1907.

During the nine months of the present term I have been able to confirm to the French public the favourable opinion of Canadian matters of which I have spoken in former reports.

I have travelled much in the provinces, meeting in groups the persons who are interested in our country or disposed to go there and who had previously asked for information of a nature to assist them, either in making a decision or in the final execution of their project. In such cases, I recommend them to bring together as many persons of their acquaintance as they wish, but I am debarred from holding any public meetings by reason of a circular issued by the Minister of the Interior of France in 1904, reminding the mayors and prefects of the restrictive provisions of the emigration law.

This year we have a delegate, Mr. Vauriot, a Frenchman settled in Manitoba for many years and who has succeeded there. He has taken part in some of our gatherings and has been able to judge of the work that we do. In company with Mr. Pierre Foursin, my colleague, whom I sometimes send into the provinces when I am detained in Paris or called in another direction, Mr. Vauriot has himself spoken and given verbal information in regard to the Northwest at five private assemblies held in four days, and at each of which there were present from forty to fifty persons, making ready to leave, and in every case enthusiastic for our country.

In regard to the question of publicity, as we have already said elsewhere, we cannot make a very active propaganda by means of the press, as is done in England and in those countries where no prohibitive law exists; we enjoy, however, a certain liberty in this respect, of which we shall know how to take advantage, as we have done before. Newspaper articles, distribution of pamphlets having only an historic, geographic, or economic character, and consequently not giving rise to any objection on the part of the authorities, notices drawing the attention of the public to the existence of the office of the Commissioner General for Canada, always ready to give official information as to the advantages offered to certain classes of emigrants; such are the means we have employed up to now and which we count on using further and on a larger scale, to accentuate still further and to increase the favour which our country enjoys in France. I have no doubt but that the department will aid me here, and that one can see a manifest proof of its determination to put me into a position to still further develop my work by the fact that three new pamphlets will shortly be published in France. I will superintend the composition; they will, of course, be adapted to the wants of my district.

To understand the question of French emigration one must not judge alone by the visible results, but take into account all the surrounding circumstances. In England emigration is free to all who will. There is only an embarrassment as to the choice between the colonies, and nothing to hinder or arrest the propaganda which

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is made. The United States have not any restrictive law to bar the road to our agents. There is no enforced military service in that country to keep back the young men in their scheme of expatriation; the proximity of Canada, whose wonderful progress they follow day by day, does the rest. In France, on the other hand, military service, a restrictive law, the efforts of the French government to people its own colonies, the advantageous offers of material advances by different countries (Chili, free transportation; the Argentine Republic, until recently, half fare), the fertile soil and favourable climate of their own country, old standing prejudices, the opposition of the press, and doubts raised as to the truth of our pamphlets, such are the principal difficulties and reasons which make our task not as simple as it would appear from a distance. But we are meeting with some measure of success, and are not pessimistic as to the future.

Our correspondence has heavily increased. The number of visitors asking for pamphlets and verbal information becomes every day more considerable. My colleague, Mr. Foursin, is specially charged with replying to these visitors, and acquits himself of the task, not only with assiduous zeal, but with all the capability that he has acquired in the service of Canadian affairs for many years.

With my thanks for the assistance which the London office has given me without cessation in the accomplishment of my mission, I remain,

Your obedient servant,

PAUL WIALARD.

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OPERATIONS IN THE UNITED STATES.

REPORT OF W. J. WHITE, INSPECTOR OF AGENCIES AND
PRESS AGENT.DEPARTMENT OF THE INTERIOR,
April 15, 1907.The Superintendent of Immigration,
Ottawa.

SIR,—Owing to the fiscal year now ending March 31, instead of June 30, as formerly, the matters herein referred to will be only of nine months record. This will prevent my dealing with what are known as the 'moving months' as applied to United States settlers. These months are April, May and June; during these months the larger number of people move, and the figures given therefore apply only to the nine poorest months.

The official returns, which I presume will appear in your own report, show that during the nine months constituting the present fiscal period 34,659 persons from the United States arrived and declared their intention of becoming settlers in Canada. The number during the same period last year was 32,726, which shows an increase over the same period last year of nearly 2,000. This is decidedly satisfactory, and is fully up to what I had expected. Had weather conditions during February and March been normal, these expectations would have been far more than realized. It is scarcely necessary to point out that in all parts of the continent the weather of the past three months has been wretchedly bad. It was not only so in our own west, but throughout the States in which we are operating. For some weeks one of the lines leading out of St. Paul, Minn., to the Canadian boundary was completely 'tied up,' and did not move a passenger or a pound of freight: the remaining lines were more or less demoralized. Whatever business was done in moving people, was over these handicapped lines, and not the least of the troubles of the settler was the difficulty of getting cars for his freight. In addition to this the Canadian roads passing through the territory into which the larger number of people are at present going suffered considerably from inadequate facilities and the wretched weather conditions. These facts are so well known that I consider it only necessary to merely direct your attention to them.

In consequence of this, early in the calendar year, our agents in the United States were asked to advise prospective settlers not to move until conditions were more favourable. In fact, owing to bad roads, in many portions of the States, they could not have moved any way. As a result, while the figures for the first three months of the calendar year were up to expectations, it will easily be seen that the increase would have been considerable and the percentage much higher than in any previous year, with less unfavourable conditions. The enforced situation may cause some of these who were prepared to go and did not, to change their minds and not go for another year. The agents will keep in touch with them, and it is hoped they may not be lost to Canada.

Advantage has been taken of the backward condition just referred to by the railway companies and land agencies in the United States, not favourably disposed towards the Canadian movement, to divert people to other directions. This has to be combated, and we are pretty well able to do so by using more strenuous efforts and

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also in keeping the Canadian possibilities strongly to the front. We are assisted by the fact that the unprecedentedly bad weather is general. Temporarily, however, it will affect our work, that is to say, there will not be the large increase in numbers that we would otherwise have had.

Doing as well as we are, it may not seem necessary to refer to the above, nor to a recent ruling of the Interstate Commerce Commission, which makes the work of moving people more difficult. As it is a matter of public interest, however, I will be pardoned for referring to the fact that as a result of this ruling, and of the passage of two-cent a mile rates through a number of the States, the railways have eliminated the low rates heretofore given to homeseekers and settlers, the basis now being the ordinary rate. This will have an effect on some possible movers, but in the main will not prove as injurious to our work of securing *bona fide* settlers as might be at first imagined.

I referred in my last report to the interest that land in the southern and western states was arousing. Large areas have been opened up, and at present these lands are quoted at low prices, running from \$5 to \$8 an acre. They are entering strongly into competition with western Canada lands, but as soon as prices advance, which in the natural order of speculation is sure to come shortly, the intrinsic value of Canadian lands will demand as large (or larger) a share of attention as ever.

Since my last report, a change has been made in the literature published by the Immigration Branch. 'Last Best West' takes the place of 'Twentieth Century Canada,' and with its comprehensive scheme of up-to-date township maps of the entire surveyed portion of western Canada, the system of question and answer columns, and its splendid illustrations, it is having a wide and useful circulation. It is being published in English, German, French and in the Scandinavian languages. Large numbers are distributed at fairs and at special exhibits put up by the government. A special edition for distribution at the Dublin exposition is in course of preparation.

Educatively the work in the United States is fully taken care of. Besides the distribution of literature just referred to, during the winter months, information concerning Canada was supplied to several of the women's study class clubs. At these clubs papers were read dealing with Canadian social and economic questions, and much interest was aroused amongst an exceptionally fine class of people.

At such fairs and exhibitions, whether state or county, at which permission could be secured to place an exhibit, displays of western Canada grains and grasses were made. These arranged in neat sheaves by the Winnipeg office, can always be put up in an attractive way. Churches have asked for and been supplied with samples with which to decorate for harvest home and thanksgiving festivals, and when asked for by schools for educational purposes the request is always granted.

Work is still being carried on amongst the French and French-Canadians in the United States. In addition to the agents who have hitherto been working amongst this class there has been opened an office at Biddeford, Maine, the object of which is to increase the efforts previously made in bringing about the repatriation of as many of the French-Canadians of the New England states as possible. The prospects for this work are very good.

Amongst the Germans and German-speaking classes, special work is being done, and it is hoped that as a result a much greater number of these people than before will become Canadian settlers.

The Scandinavian work is being well cared for, and it is found that this splendid class of settlers is going forward in increasing numbers.

Amongst the other nationalities no special work is being done beyond some amongst Danes, and such as may be looked upon as desirable in a farming country.

During the early part of the winter one of the agents went to California, and succeeded in working up considerable interest, securing a number of settlers, but with the larger and more populous fields elsewhere, it is a question if there can be devoted to this work any effort beyond what is now being done.

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Besides the regular advertising, which is carried in the principal farm papers, in the country weeklies and in such other mediums as reach the country reader and farming classes, during the past summer the members of the Pennsylvania Editorial Association were taken on a trip through western Canada, as far as the coast. In this the Grand Trunk Railway, the Canadian Pacific Railway, and the Canadian Northern Railway co-operated, and editorial articles, taking up a large amount of space, appeared in the papers represented.

On the whole the campaign in the United States is very satisfactory.

Again I have the pleasure to report that the agents of the government operating in the different fields, covering practically every state from Maine to Oregon, and from the Dakotas to Oklahoma, where there is a possibility of getting a good class of settlers, are working hard and faithfully, and to their efforts is due a large share of the credit of the work that has been done.

Your obedient servant,

W. J. WHITE,

Inspector of United States Agencies and Press Agent.

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REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA.

REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, April 1, 1907.

W. D. SCOTT, Esq.,
Superintendent of Immigration,
Ottawa.

SIR,—I beg to submit the following report, covering the period from July 1, 1906, to March 31, 1907, being the present termination of the fiscal year.

Comprised within this report will be found much information furnished by immigration agents, land agents, land guides, interpreters, and others who, by their immediate contact with, and personal attention to the newcomer, have enabled me to state with renewed confidence that the work of the department has been to the general satisfaction of all concerned.

The increased railway mileage, the necessity of which was referred to in a previous annual report, has not materialized: and, unfortunately for the comfort of some of the new settlers, such extension as there has been has not carried with it an adequate amount of equipment, to give to such new settlers the accommodation they might fairly expect. Many miles of railway only partially constructed, and not operated, have been useless for our purposes up to the present time, and the need of proper equipment has been especially and severely felt when it became necessary for us to seek out and protect the unfortunate or unprovided for immigrant, who, in his search for a free home, had been obliged to go beyond the lines in regular operation. Too much emphasis cannot be laid upon the importance of rapid railway construction; but that is useless unless the road be operated and continued in operation under ordinary reasonable conditions of weather. The handling of so many human beings from so many different parts of the earth, arriving under conditions widely divergent, and having capabilities often of a very mixed character, has been a duty which, I am pleased to say, has been carried out by our staff with a good will and interest in the work, and desire to give the new arrivals the best opportunity for ultimate success.

Very special care is taken to detain and deport immigrants who turn out to be undesirable, incapable or unfit: and it being the stated policy of the department to keep the stream of immigration as pure as may be, particular efforts along these lines will be continued. But notwithstanding the assiduity with which this work has been conducted and the heavy immigration, I am pleased to report that only 82 persons were deported through this office during the period of nine months covered by this report.

The betterment in numbers, physical condition, working capacity, general character and moral tone of those who have come from the old land is particularly noticeable. It is evident that the successful settlement of immigrants which took place in earlier years is now proving to be one of the chief inducing factors to those in the mother country; and it is confidently expected that a steady ratio of increase in immigration from the British Isles will be the good fortune of Canada for several years to come. At no time during the past nine months have we been unable to find work for the willing, able-bodied worker: and indeed the condition of the labour market, as far as it affects the farmer, is by no means a rosy one. The fear expressed

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in my last annual report that there would be a shortage of farm labour has already been confirmed; and the warning which I published in the fall of 1906, suggesting that farmers should make special efforts to keep in their employ for 1907 those they had then engaged, does not appear to have been taken very seriously. The consequence is that we are already flooded with applications for men, which there appears to be every chance of our being unable to fill. Large numbers are arriving, and will continue to arrive, to work on railway construction, and, in order to secure these men the railway contractors offer wages which, to a good many farmers, are prohibitory; and their hope of securing sufficient help on the farm lies in the possibility that a certain percentage of those engaged for railway work will be found unsuitable, and that they will then turn their attention to work on the land.

The Welsh settlement of Llewelyn, Saskatchewan, appears to be succeeding, and some of the settlers are already quite prosperous. One or two families who were born in Patagonia have returned to the land of their birth. The colony has probably 4,000 or 5,000 acres under wheat; 2,000 acres under oats, 200 acres under barley, and an additional 2,000 acres of new breaking ready for 1907. They own 300 horses, 600 head of cattle and 300 hogs, besides an abundant supply of agricultural implements and poultry. There are four school houses in this settlement, and the satisfaction appears to be general.

A Welsh settlement east of Ponoka, in Alberta, is also in a progressive and satisfactory condition.

The Irish arrivals have increased and will make very desirable acquisitions to western Canada.

Germans from Germany, and German-speaking immigrants from Austria, Russia, Switzerland, and the United States have come in increased numbers. There is a generally prevalent idea amongst German immigrants that more vigorous measures should be taken to induce Germans to come to this country from Germany direct.

I am glad to report that the immigration from the Scandinavian countries and of Scandinavians from the United States has kept up fairly well, but the increased cost of transportation is likely to militate against an increased immigration from Europe. Scandinavians coming from the United States are farmers of the best class, and reports to hand indicate that almost without exception they are successful settlers in Canada. There has been no trouble in finding employment for those seeking work, and thousands of others could have been easily accommodated if they had been here for that purpose. Coupled with the demand for farm help, we find a general desire to secure Scandinavian servant girls, and many of them would be assured of good homes if they could be induced to come to western Canada.

Icelanders came from Iceland direct, and from the United States, mostly from North Dakota. These last mentioned brought in a large supply of horses, implements and household effects, and had more or less cash, having been farming in North Dakota for a number of years. In November last a large party of Icelandic settlers from North Dakota was conducted by myself to the Quill Plains district in Saskatchewan, and it is expected a number will follow this spring. Considerable correspondence has been carried on with other intending Icelandic settlers, and it is hoped that good results will be seen at an early date.

Our Swiss immigrants practically all went on the land. We are not able to offer any specific report regarding them, but believe that the absence of information indicates that they have become settled to their satisfaction.

A new colony of Hollanders has been started northwest of Battleford and 30 families are now located there.

A number of the Hebrew arrivals have no intention of homesteading, but find work as labourers, tradesmen, and otherwise, in and about the cities and towns. However, the settlements of Hebrews in the Qu'Appelle and Wapella districts appear to continue to make very satisfactory progress, having an increased acreage under crop and a large number of live stock in each place. I am pleased also to be able to report

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a very satisfactory condition at Hirsch, Saskatchewan. There are at least 65 Hebrew families located on land in this district, being an increase of 13 families over that of the previous year; and all have 320 acres of land, if not more, which has been in part purchased from the society that originally owned the land, or from land companies and private holders. The following figures and facts will show the gratifying progress made by these Hebrew families, and prove that, under reasonable conditions, and guided by experienced leaders, they are fully as successful as any other class of people in Canada. Including their new breaking, each of these families, on the average, will have not less than 200 acres in crop during 1907. The crops of 1906 were very fair; oats averaged 45 bushels per acre, and wheat 18 bushels per acre, mostly grading No. 1 Northern, and realized from 60 to 62 cents per bushel. There has been a steady and marked improvement in the character of the buildings on these holdings, and a conservative estimate would show that each family owns, on an average, 8 horses, 10 horned cattle, and all necessary agricultural machinery, besides farming stock, and in the district there are now 10 steam threshing outfits. The holdings of these Hebrew farmers are worth \$15 to \$20 an acre, and a fair estimate would show that each family is worth not less than \$4,000, over and above all debts. There is no destitution, and no need of assistance from any source. Abundance of coal for fuel is obtained within easy reach by going to the mines and purchasing it at \$1.75 per ton. The general health of the colony is good.

When referring to Galicians we usually include Ruthenians, Galicians proper, Buckowinians, Poles, Russians and Slovinians. The Ruthenian people who come from Galicia and Buckowina are farmers, some of the married men bringing their families; others were single men who intended to work and remit their wages to enable their friends to reach Canada. Most of these newcomers located as near as possible to their friends in the older Ruthenian settlements. One party consisting of 10 families commenced a new settlement 20 miles northeast from Prince Albert. The general progress of all these settlements is very good, those who have been here for some years not hesitating to invite their relatives still in Galicia to come and join them. As an evidence of their prosperity, it is found that a large number are purchasing more lands for agricultural purposes. Some of the Galician farmers near Rosthern threshed 4,000 bushels last year. In addition to the class of immigrant who has settled on the land throughout the Northwest, which is the ultimate desire and object of all settlers from Galicia, a large number have settled in the towns and villages, and nearly all of them have bought building lots, built houses and are making a living. The towns containing this class in fairly large numbers are Winnipeg, Portage la Prairie, Brandon, Beausejour, Edmonton and Yorkton. It is noticed that quite a percentage of the Russians coming this way are passing over to a Russian settlement in North Dakota; those remaining here join the ranks of general labourers. The Slovaks arriving in small numbers readily find work as miners and labourers. Our interpreters have visited as many of the settlements as time permitted, and found the people generally well settled and contented.

The great majority of the French and Belgian immigrants are farmers and have taken up land. Most of the Belgian and French-Canadian immigrants and settlers have gone to Lake Lenore, Jack Fish, Goose lake, Tramping lake, and southwest of Moosejaw in Saskatchewan, and in Manitoba some have gone east of Lake Manitoba, to Teulon, and to Makinak. In Alberta these settlers have gone into the districts east of Stettler, Daysland, and on the Battle river, and a number have settled east and west of Red Deer, and also north of Morinville. Indications would show that possibly 150 families will be located north and east of Wood Mountain on the Canadian Pacific Railway during this season. These settlers are very successful and thrifty.

The majority of the Italian immigrants for the period covered by this report were navvies for work on the railways, or in the mines. The bulk of these navvies return east in the winter, but some of them have expressed their intention of taking up land and remaining here.

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A large proportion of the Hungarians who arrived went to their friends and have located upon land in various parts of western Canada. These people are very satisfactory settlers in every respect, and their immigration should be encouraged as far as possible.

IMMIGRATION ACCOMMODATION.

The Dominion government maintains immigration halls at Winnipeg, Brandon, Saskatoon, Lethbridge, Moosejaw, Yorkton, Regina, Prince Albert, Calgary, Strathcona, Craik, Davidson, Duck Lake and Lloydminster, and has rented (or will rent during the season) for the same purpose, buildings at Ponoka, Innisfail, Lacombe, Battleford, North Battleford, Vermilion, Ledue, Stettler, Daysland, Virden, Elkhorn, Sedgwick and Vegreville, and provide tents for additional temporary accommodation wherever the necessity may arise.

The new buildings at Winnipeg are proving a considerable convenience to new arrivals, and enable the office staff to attend to their varied wants with much less difficulty than in previous years. The class of persons receiving accommodation has been in every respect desirable, and they find the free accommodation of material assistance in making their arrangements. This can be best understood when it is remembered that a very large proportion of those arriving from the old country have exhausted the greater portion of their means in paying the transportation charges for such a long distance, and if men with families were obliged to pay for hotel accommodation at western rates, it would entail hardship that many of them could not stand. The regulations of the department permit seven free days' accommodation, but this office has steadily pursued the policy of getting the people out to work, or on to the land immediately, so that a large proportion of them do not remain more than one day; while in other cases where unfortunately sickness or other temporary disability has overtaken a family, I have not hesitated to care for them and permit them the use of the building for such period as might appear to be advisable, or necessary; in order to enable them to make a fair start. I have given the same instructions to outside agents in charge of buildings, and to this general policy of protection and assistance for the newcomer may, to a large extent, be attributed the lack of complaint connected with the work of handling so many thousands of people. From the centres at which our buildings are situated our agents have been able to afford assistance in any difficulty which may have arisen during the past winter, or at any other time, and I cannot too strongly recommend the continuance of the policy which enables us to have sufficient offices reasonably near the new settlements to afford protection for the new arrivals.

EMPLOYMENT.

Two hundred and ninety-three applications for married couples have been received at this office, but of these we have only been able to fill 195. Five thousand four hundred and forty-eight individual applications were received here from farmers for farm help, and thousands were received by our agents in the west, but at no time has the supply equalled the demand, plainly indicating that the great west can absorb much more farm help than has yet been received. Twenty-two thousand eight hundred and fifty harvest hands arrived in western Canada during 1906, an increase of 6,515 over those arriving the previous year. These excursions left eastern Canada on August 7, 14, 17, 22, 28 and 30, and on September 5, 7, 8, 10, 11 and 12.

CORRESPONDENCE.

During the period covered by this report we received 16,910 letters and sent 1,228 registered letters and 20,765 unregistered, besides many thousands of pamphlets, &c.

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HEALTH OF IMMIGRANTS.

I am pleased to be able to report the absence of any epidemic among new arrivals, and, generally speaking, the health of immigrants could not well be better. During the period covered by this report medical attendance was given in Winnipeg to 202 cases of sickness. There were several deaths in our hospital here; and during the period covered by this report 55 certificates were given recommending the deportation of undesirable immigrants. The value of the immigrant hospital in Winnipeg has been proved to the satisfaction of all concerned, and well justifies the small expense it entails. The plan we adopt is to remove at once to the general hospitals all cases that are likely to need lengthy or continuous treatment, or are of a contagious or infectious character, with the exception of measles, which is treated in an isolated portion of our own hospital, because the general hospitals will not receive measles cases. The care and attention thus afforded are much appreciated by the new arrivals. In addition to treating cases of minor sickness and holding over cases for diagnosis, the hospital has been used in order to care for those undesirable immigrants whose physical condition requires medical attention, and who are awaiting official instructions for their deportation. During the period covered by this report, 9 cases held for diagnosis disclosed: typhoid fever, 3; diphtheria, 2; scarlet fever, 1; constant micturition, 2; hemorrhage of lungs, 1; inflammation of knee, 1. Eighty-two patients have been treated and received 558 days' treatment.

The diseases or ailments treated were the following: Uterine hemorrhage, hemiplegia, rheumatism, deranged brain, collapse, mental trouble, whooping-cough, ulcer on the hip, diarrhœa, inflammation of the knee, varicose veins, gastroasthenia, anthritis, epilepsy, scalp wound, typhoid fever, ulcer of the leg, tonsilitis, scabies, aspiration after pleuro-pneumonia, cardiac weakness, weakness of lungs, obstetrical case, anemia, inflammatory rheumatism, gastricism, parotitis, burns on feet, frozen feet, frozen fingers, measles, constant micturition, tubercular leg, ulcer on foot, rupture of umbilicus, pleurisy, convulsions, stomatitis, locomotor-ataxia, rheumatic tonsilitis, inflammation of eye and face, bronchitis, non-granulation after amputation of toe.

TRAVELLING IMMIGRATION AGENTS.

Than these no members of the public service require or exercise more courtesy, tact and fidelity to duty. To our travelling agents is largely entrusted the scrutiny of 'excluded' immigrants, besides the duty of personally advising and assisting newcomers by railway.

DISTRICT REPORTS.

Brandon, Manitoba.

The number of immigrants who found accommodation in the Brandon immigration building since July 1, 1906, was 385, which does not include a large number who visited the office from day to day in the transaction of their business with the department. The closing of the building during removal to a new site reduced the total number receiving shelter. The new arrivals have proven to be satisfactory, and there is little, if any, discontent amongst those who have arrived in this district. At present farm help seems scarce; wages are much higher than last season, but owing to the large amount of railway construction which is proceeding, it is not easy to supply all the demands made on the Brandon office. The wages of artisans will be about the same as the previous year, with a possible upward tendency. Carpenters are getting from 35 cents to 40 cents an hour; stone masons 50 cents to 55 cents; plasterers 50 cents per hour, and general labourers from \$2 to \$2.50 a day. The land under cultivation in the Brandon district will exceed 65,000 acres. The harvest and fall of 1906 were dry; threshing was completed early in the season, permitting much fall ploughing before the frost came, and it is anticipated the crop for 1907 will be successfully sown in good time.

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Virden, Manitoba.

The town of Virden has been a very important distributing point for labour during the past year, and although all the men placed with farmers did not actually arrive at Virden, they were distributed and directed from that point as a centre, throughout what is known as the Virden district. The total number placed at work was 1,452; consisting of 825 old country immigrants; 500 Ontario harvest hands; 92 men on railroad work, and 35 in connection with the brick yard. An abundant harvest seems to have been the lot of this district. The Canadian Pacific Railway shipped 356,000 bushels, and the Canadian Northern Railway 216,400 bushels, still leaving in the farmers' hands 150,000 bushels of grain. There were also exported from this point 35 cars of cattle; 28 cars of hogs, and 129 cars of brick. Thirteen cars of settlers' effects were unloaded at this point, and taken altogether, the conditions of the Virden district are eminently satisfactory to all concerned.

Regina, Saskatchewan.

Seven hundred and eighty-eight immigrants received 2,247 days' accommodation in the immigration building at this point. These new arrivals consisted of the following: British 332, Germans 263, Canadians 25, French 24, Bohemians 9, Hollanders 4, Danes 3, Norwegians 23, Persians 19, Galicians 15, Roumanians 10, Hungarians 8, Swedes 3; 60 per cent were farmers; 20 per cent labourers, the balance mechanics and tradesmen. The district of Regina having passed from the immigrant or settlement class, does not receive many cars of settlers' effects, and only 11 cars were unloaded at this point. The area under crop is 25 per cent greater than the previous year. There is a scarcity of farm labour in this district which our agent finds it impossible to fill at the time of this report, with the indication, on account of largely increased area under crop, that the necessity for outside help will become more stringent from year to year.

Moosejaw, Saskatchewan.

The area under cultivation in this district is estimated to be 55,000 acres, as against 50,000 the previous year. A large number of harvest hands will be required in 1907. During the past immigration season 250 people received accommodation in the immigration hall at this point. This district, including the city of Moosejaw, appears to be enjoying a period of activity and splendid prosperity. Since the formation of the new land district it is confidently hoped that the development of the past will be greatly exceeded by that of the coming year.

Herbert, Saskatchewan.

This new settlement made good progress. A large number of settlers came in last fall. Last year's crop was good, wheat yielding from 25 to 30 bushels per acre. In some places frost did a little harm. The rainfall was abundant, but did not keep on sufficiently long to help the later grains. The winter was hard, but there have been few cases where the new settlers needed assistance. Some of them will, however, require an advance from the government in the way of seed grain. The demand for homesteads and lands for sale is increasing all the while. Eight new school districts have been organized, and several more are in process of incorporation.

Swift Current, Saskatchewan.

This district being a new one in respect to general farming operations, it is impossible to estimate with accuracy the acreage under crop, but a fair estimate would

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be 5,500 acres under grain; 57,000 bushels of wheat and 300 bushels of flax were sent from this point by one of the grain buyers, but the bulk of the crop was retained for seed purposes. Possibly 300 cars of settlers' effects came into this district, and the number of arrivals at all points on the main line which are tributary to this sub-land agency exceeded 3,000 adult settlers during the period covered by this report. It is the opinion of those who have settled that the district will prove a good one for mixed farming. The large cattlemen are practically out of business as a consequence of the inflow of homesteaders. There is a large area of unsettled land north and south of Swift Current, readily reached from this station. Perhaps the experience of Mr. D. of Swift Current is the best evidence of what this district is capable of doing. He says as follows:—

'I came here three years ago this month and have farmed every season. I had no previous experience in prairie farming, and had limited means. The first year I sowed oats on the sod and ploughed them under very early; result nothing. The second year I sowed the same ground to Red Fyfe wheat and got 29 bushels per acre. I also broke some sod four inches deep, and sowed flax, which yielded 12 bushels per acre. The third year I drilled wheat in the stubble and got 25 bushels per acre. I have been over the country from the White Mud river to the Saskatchewan river and examined the soil, and I consider it a first-class farming district.'

Maple Creek, Saskatchewan.

All new arrivals have expressed their satisfaction with this district, and those arriving during the fall of 1906 are preparing vigorously to farm extensively in 1907. Although this district has always been considered a ranching country, those farmers who have gone into grain raising have made a success, and shown that farming can be made as successful as in other parts of western Canada. From threshers' reports, 60,000 bushels of grain were produced, and as much more cut green and fed in the sheaf. The acreage under crop in 1907 will be double that of the previous year. Notwithstanding the heavy snowfall of the winter, no suffering has been experienced among the ranchers in the Cypress hills, and their losses now appear to be no higher than average, but unfortunately, this satisfactory condition will not hold in the north part of this district, where it is feared the loss among the cattle will be heavy.

Medicine Hat, Alberta.

Homestead entries through this office largely exceed those of any previous year; settlements are spreading widely and to great distances all around Medicine Hat and other immediate points on the railway. The class of settlers is excellent, and they appear to be contented with the conditions that exist, notwithstanding the severity of the winter, which is now shown to have been less disastrous than at one time anticipated. The farmers of the district are turning their attention gradually towards the raising of grain, and 37 cars of wheat were shipped in the fall of 1906 from Irvine station, besides the supply necessary for the local market in Medicine Hat. Medicine Hat continues to increase in size and importance. Land values are showing an upward tendency, and with an up-to-date water system, and unlimited natural gas for lighting and fuel purposes, this town is maintaining its favoured position. The estimated crop of this district is as follows:—

| | Acres. | Bushels. | Average. |
|-----------------------|--------|----------|----------|
| Spring wheat. | 7,725 | 144,194 | 18.6 |
| Winter wheat. | 6 | 104 | 17.3 |
| Oats. | 4,968 | 148,888 | 29.9 |
| Barley. | 954 | 23,202 | 24.3 |
| Flax. | 81 | 649 | 8.0 |
| Rye. | 14 | 237 | 16.9 |

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Calgary, Alberta.

The immigration passing through and into this district is much larger than any previous year, and no difficulty has been found in placing at work those who arrived. Farm property has advanced from 30 per cent to 40 per cent in value. The report that thousands of cattle perished of cold and starvation in the Calgary district is without foundation. Six hundred and eighty immigrants received 2,123 days' accommodation during the nine months covered by this report. Fifty-three cars of settlers' effects were unloaded at Calgary. Eighteen creameries were operated in the district, producing over 1,000,000 pounds of butter, a larger record than any previous year. On the whole the crop in Southern Alberta was good; the quality of the grain excellent, and it is estimated that the area under winter wheat is 75 per cent higher than the previous year. Barley and oats realized a first-class crop. The general acreage in crop for 1907 will be double that of the previous year, and farmers appear to realize the importance of making better preparation of their land. Heavy draft horses are worth \$375 per span; ordinary driving horses from \$150 to \$200. Experienced farm hands can be placed in this district immediately. The city of Calgary itself is progressing beyond all expectation, and nearly two and a half million dollars worth of buildings were added to the permanent improvements during 1906.

Kamloops, B.C.

The number of arrivals exceeds that of any previous year. Eleven cars of settlers' effects were unloaded at this point, and the same number at Salmon Arm. There is a steady demand for labourers on farms, railways and in the timber camps.

New Westminster, B.C.

The same number of homesteads were taken as in the preceding period. There appears to be a growing tendency among a large number of farmers east of the Rocky mountains to purchase land on the Pacific coast for winter residences.

Carstairs, Alberta.

During the past nine months this district has been favoured with much prosperity; many new and substantial buildings have been erected, including business blocks in the town. The farmers in the district are taking advantage of the opportunity to ship direct to the terminal elevators, thus saving the profit of the middlemen, and it is expected an 80,000-bushel elevator will be erected this summer at this point. There are still some homesteads west of Carstairs, but these are being taken up very rapidly. The value of land has increased and now ranges from \$7 per acre for wild land, to \$50 per acre for improved farms. Every farmer has planned a large amount of breaking for this spring; many large contracts have already been let, some covering as much as 2,000 acres each. The class of immigrants arriving consists of the most progressive Canadian and American type, who have disposed of their property in their old homes for large figures and can well afford to buy the best farms in the neighbourhood. It is expected there will be a shortage of labour, as the present demand for farm labourers and carpenters cannot be supplied. The general outlook is one of prosperity.

Olds, Alberta.

The official returns for this district not being available, it is impossible to give an adequate or correct statement as to the result of the last year's farm operations. This is becoming a popular shipping point for farmers, and during the last season

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50,000 bushels of oats; 2,000 tons timothy hay; 2,200 tons prairie hay; 42 cars of cattle; 10 cars of hogs, and 3 cars of horses were sent out.

Red Deer, Alberta.

The Red Deer district has made wonderful progress during the nine months covered by this report. Throughout the depth of the winter, however, the entire absence of wind or storms, permitted the continuance of outdoor work without losing a day on account of the weather, nor was there any inconvenience or suffering by lack of fuel. The loss of cattle which was reported to be serious does not appear to be above the average. Coal mining for domestic purposes has been extensively carried on during the past winter. Farm products and farm lands have been increasing in value during the past year, and many new settlers prefer to purchase improved lands near the towns rather than take up homesteads a distance from a railway.

Lacombe, Alberta.

Through this office 106 applications for homesteads were made, being a marked decrease from previous years caused by the scarcity of available homesteads near the railway. During the past year the acreage under crop has been largely increased and the general result last year was good. The present prospect is excellent for a crop of fall grain. Good available homesteads can be obtained in the Medicine valley and between Medicine river and Saskatchewan river, a distance of forty to seventy-five miles west of Lacombe. There is a scarcity of farm labour in this district, and those experienced, or partly experienced, could obtain steady employment here. During the past winter a few of the settlers found the climatic conditions too severe, and moved to British Columbia. With this exception all appear to be satisfied with their condition.

Stettler, Alberta.

The number of new arrivals was very large, composed of American farmers, with a fair proportion of English, Scotch, French and German. The arrivals during the past three months of 1907 have been very few, owing to the prevailing winter season. During the past nine months 473 cars of settlers' effects and stock were unloaded at this point, and 84 cars of stock have been exported. Since May 7, 1906, to date, 759 homesteads have been taken out at this sub-land office. The acreage under cultivation has doubled during the past year. Farm help is required during hay time and harvest, and it is reported that 160 carloads of settlers' effects are already on their way from the States to Stettler.

Ponoka, Alberta.

During the months of July, August and September, 1906, the demand for Dominion lands in this district showed remarkable activity, and a substantial increase was also noticeable in the price of lands for sale. A gratifying feature of all this was that the investments were largely made by actual settlers. Settlers came from the middle western States, Germany, or eastern Canada, with a few Scandinavians and English. The district is now settled as far east as the west boundary of Saskatchewan, and 35 or 40 miles to the west of Ponoka. Two government creameries are in operation, receiving enthusiastic support from the farmers, and giving highly satisfactory results, the butter produced being the very finest, and securing a ready market in British Columbia and the Yukon. In Ponoka Mr. W. A. Brodie established a creamery in 1904. In the year 1906 he made 115,000 pounds butter, using milk from 1,100 cows. This produced returns to the farmers from 16 cents to 20 cents per pound.

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The Berrybank creamery, 12 miles west from Ponoka, manufactured 55,000 pounds; the Earlville creamery, 18 miles to the east, manufactured 90,000 pounds. All these facts and figures prove that Ponoka district, in addition to growing grain in quality from fair to the best, is eminently fitted for successful dairy business. There was shipped from Ponoka during the past year a large amount of dressed poultry, and 30,000 eggs. One settler, a Canadian named W. R. Miller, living six miles east of Ponoka, appears to be able to handle cattle raising with great profit. Last year he placed in his feed-yard a carload of steers for winter feeding. These cost him on an average \$32 per head, and recently he sold them all out at \$65 per head. There are now 20 well organized, well patronized schools in this locality. The settlers now arriving in this district will secure the advantages of the roads and bridges which the pioneers did not have. Winter and spring wheat are growing here with good results, and last year's increase in area amounted to 25 per cent. Seventy-five cars of produce, consisting of grain, hogs, cattle, brick, &c., were shipped from Ponoka. There is some demand for farm help of the right class. It is pointed out that 30 miles west of Ponoka will furnish good homestead lands particularly well adapted for mixed farming, especially cattle and stock raising. These lands are well watered, plenty of timber and abundance of feed.

Millet, Alberta.

The land guide at Millet reports that about 50 immigrants arrived at this point during the period covered by this report, and were mostly American immigrants, having 25 or 30 cars of effects. In the immediate vicinity of Millet 2,700 acres are under crop. There is a steady demand for labourers this spring, but there appears a grave necessity for a wagon road west from Pigeon Lake some 10 or 15 miles.

Telfordville, Alberta.

Forty carloads of settlers' effects arrived at Leduc, which is the nearest station to this post office, and a large proportion of these went into the Telfordville district. This being a newly opened portion of the province of Alberta, the acreage under crop does not exceed 300 acres.

Strathcona, Alberta.

During the period covered by this report 2,451 immigrants arrived at this point, bringing 90 cars of effects. The homestead land in the immediate vicinity is well taken up, but Strathcona continues to be a point where a good many settlers leave the railway for a large area of country around. Settlers arriving this year have been better supplied with means than formerly, and a pleasing feature is the return of a large percentage of those who left Canada for the United States some two or three years ago. Coal and wood being plentiful in this district there was no suffering among any of the settlers. The crops during the past year were very good. A large quantity of new land was broken for the season of 1907. The present indications are that there may be a shortage of labour. Towns are growing very fast and municipal improvements are so heavy, that many intending to work on farms secure more ready employment in the towns.

Edmonton, Alberta.

The steady and increasing number of immigrants which has been characteristic of the movement into this district has continued during the past year to the full extent of the most sanguine expectations. The new arrivals are of a class that would be hard to improve upon, and this is all the more remarkable considering that they

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come from all parts of the United States, Great Britain, Australia, South Africa, and continental Europe. Complaints, or discontent have been few and far between, and although the past winter has been exceptionally severe and long, only two or three cases have required any assistance in the way of provisions, and in some of these the families were reduced to need by periods of long illness, or by death of those who were supplying the family with the necessaries of life. There is a large quantity of land west, and northwest of Edmonton, that should be subdivided and opened for entry at once, as a number of settlers are going in there and carrying out improvements on lands as if they had homestead entry for the land. Notwithstanding the desire of the department to discourage at the present time any movement towards the Peace river, a large number of Americans have gone up there, which is to be regretted from some standpoints, as the country is far distant from any railway. The harvest last year was good; wheat ranging from 25 to 30 bushels per acre; oats 50 to 75, and barley 35 to 40. The acreage under cultivation was 30 per cent more than the previous year; and it is safe to say that the farmers throughout this district are prospering. The Galician farmer appears to have taken his settled place in this district with very commendable success, and some of the oldest of these settlers threshed from 5,000 to 10,000 bushels of grain last year. These special results, and a general survey of their settlement would form a surprising instance of what success attends the diligent worker on land in western Canada, even though his capital be represented by almost nothing. It is expected that farm labour will be required in this district some part of this year. There will be plenty of employment for carpenters, bricklayers and other tradesmen; also for good coal miners, and, of course, domestic help is in continual demand. The immigration buildings at this point have been found altogether too small for the accommodation of those desiring the use of same, and at the time of making this report we are about to open a new permanent structure, and also adding as an extra precaution, a temporary immigration shed 40 x 70. The number of people that received accommodation in the immigration halls during the period covered by this report was 1,428, and they received 9,704 days' accommodation. Four thousand eight hundred and thirty-seven persons called at our immigration office, or communicated direct with the agent in connection with the business of the department. It is estimated that 16,350 settlers arrived in this district, bringing with them 100 cars of settlers' effects valued at \$140,000. Settlers looking for open prairie should no longer be directed towards the Edmonton district, as what prairie land is left will fill up rapidly, and in any event would take time to locate. There are many townships lying about Edmonton (except S.E.) which are partially wooded and suitable for settlement; soil good; water, wood and coal plentiful, and settlers who prefer those conditions could, with advantage, be directed to Edmonton.

Innisfail, Alberta.

A very satisfactory number of immigrants arrived in this district. Practically all the land for a reasonable distance east and west has been entered for. In most cases the new arrivals went into immediate residence. Twenty-eight cars of settlers' effects from the States, and 24 cars from Canadian points were unloaded here. The crop of 1906 was very good, and a largely increased area was sown. Several large fields of oats yielded over 100 bushels per acre. As most farmers were prepared to feed their cattle, there were few lost during the winter. There is a demand for farm labourers, there not being sufficient for the work of 1906.

Edison, Alberta.

Sixty homesteads were taken up through this office during the period covered by this report. A very large number of homesteads have been taken up in townships 58,

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59 and 60, ranges 1, 2 and 3 west of the 5th meridian, and indications are the number will be largely increased this year. The older settlers have only been four years in the district, but they have from 10 to 100 acres all ready for crop this year. A few farm labourers may find work, but not many are needed.

Fort Saskatchewan, Alberta.

Over 1,000 homestead entries were made through this office. The amount of grain shipped from this station consisted of 200,000 bushels of oats; 125,000 bushels of wheat; 7,500 bushels of barley, and there is still 25 per cent of crop in the farmers' hands. Eight cars of settlers' effects were unloaded here. Tributary to this point are a large number of Galician farmers whose progress is very satisfactory, and they furnish ample farm help for the farmers in this district. A striking feature connected with these people is that although the past winter was severe, they had provided themselves with all necessaries, and no case of want has been reported. It is estimated that 25,000 acres will be under crop in the immediate district this year.

Wostok, Alberta.

Sixty-seven new families arrived in this district from Galicia. Twelve per cent of the area occupied by these farmers is under cultivation. There is no demand for farm labour at this point.

Whitford, Alberta.

A very large number of new settlers, mostly from Austria, arrived during 1906, but those coming subsequent to the close of 1906 are mostly Canadians from Ontario. One hundred and thirteen homestead entries were made at this office, and 100 patents were taken out, plainly showing that the settlers in this district have progressed and become permanent farmers, and also indicating that the homesteads available for entry are few and far between. The acreage under crop for 1907 will be much larger than the previous year. Farm labour wages are higher than formerly. The past winter was unusually severe, but this agent reports no loss of stock, or otherwise.

Lethbridge, Alberta.

Inasmuch as the fiscal year is now closing before reports can be had from the stock raisers, it is hardly possible to give an accurate statement of the condition of affairs in this locality. Notwithstanding the adverse weather conditions, the number of immigrants in January, 1907, exceeded those of the corresponding month in the previous year. The total number of arrivals for the nine months ending with the date of this report, is 1,746, which shows a small decrease when compared with the same period of the previous year. Over 750 of these men were farmers or ranchers, not counting women or children, or farm hands. Besides property brought in by trail, 53 carloads came in by way of Coumts, and 108 by the Canadian Pacific Railway. The value of stock and effects would not be less than \$750,000, and the new arrivals, almost without exception, were a markedly good class. The dry spell of 1905 in Southern Alberta, the United States scheme of irrigation, and the opening up of Indian reserves south of the boundary would be quite sufficient to account for decrease in immigration from the mountain States in recent years. Judging from remarks made by these new arrivals, the American press and financial institutions are again becoming hostile, as the loss of so many good farmers is felt. On the other hand, American speculative companies have bought extensively in Southern Alberta, with the declared purpose of settling them with actual farmers, and some influx may be

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looked for from this source. The government of Alberta province has not yet completed its reports, consequently exact figures cannot be given, but in some parts of this district grain is still lying out unthreshed through lack of labour during the fall of 1906, and owing to the lack of rain thus far the farmers may be able to save the whole of this grain in the stook. The Lethbridge Board of Trade claim that the crop in the district consisted of 14,000 acres spring wheat; 5,000 acres winter wheat; 12,000 acres oats, 1,000 acres of barley, and 400 acres of flax, but official figures are not available. The total amount of sugar beets used by the Knight Sugar Company at Raymond, and grown in this district, amounted to 18,295 tons. It is generally conceded that if the weather which was prevalent in January had continued throughout February, the ranch cattle industry would have been practically wiped out. It is now admitted that the ranch cattle industry is doomed by the advancing tide of immigration whereby thousands of people will live where only a few lived before. The following figures of the shipment of live stock will prove interesting:—

| | Horses. | Cattle. | Sheep. | Hogs. |
|--------------------|---------|---------|--------|--------|
| 1906.. | 19,549 | 114,651 | 57,024 | 30,099 |
| 1905.. | 12,882 | 83,405 | 40,510 | 24,435 |
| Increase.. | 6,667 | 31,246 | 16,214 | 5,664 |

There is an extraordinary demand for horses suitable for farm work, which is the natural result of the taking up of new lands in Alberta and Saskatchewan. The fact that the sheep industry is not in as flourishing a condition as is desirable, can be accounted for on several different grounds: the great disparity in the price of wool, and the increased movement to settle up the ranges, make it evident to sheep growers that the prices will not be so good as in former years.

One of the striking instances of the march of the settler is the sale of the Cochrane ranch, which comprises 66,000 acres, and will this year be very largely occupied by farmers. The demand for labour in this office has been so great that all labour was absorbed as it arrived. Bricklayers and masons are receiving 72½ cents an hour; carpenters 45 cents; plasterers 50 cents, and general labourers 27½ cents. Rough lumber is \$25 per thousand, and No. 1 clear siding \$38 per thousand, a considerable advance on the prices of a year ago. A site for an experimental farm has been bought four miles from the city of Lethbridge, and it is fully expected will be a great advantage in disclosing the capabilities of Southern Alberta. Notwithstanding the general favour of irrigated lands, the great bulk of the new settlement is going on non-irrigable lands, and good crops are being obtained thereon from time to time. There appears to be a growing belief that 'dry farming' may make irrigation unnecessary altogether, and through widespread cultivation, not only retain but attract precipitation. The soil this spring is in excellent shape so far as moisture goes; the lakes and ponds are flooded and the mountains full of snow. One thousand four hundred and eighteen homestead entries were granted in the land office here, as against 1,151 for the corresponding previous year. The bulk of lands which now appear to be vacant are in the district north of the Little Bow river, in township 14, range 19, and in the district east of Tabor, townships 9 and 10 from range 14 easterly. During the period covered by the report 159 persons received 2,501 days' accommodation in the immigration hall at this point. There passed Customs at Coutts 155 cars of effects, at a specified value of \$90,000. The particular locality tributary to Coutts is used entirely for stock raising purposes. The past season was very dry and irrigation is necessary before that part of Southern Alberta can be considered fit for grain raising; in fact, hay, oats, and even chicken-feed had to be brought into Coutts for the purposes of those living there.

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Pincher Creek, Alberta.

The fall wheat in this district has started, and no case of failure is yet reported. The whole district has an abundant supply of moisture, insuring early pasturage and a good crop of hay. The stock being now mostly held by farmers was looked after and fed, and received more attention than if the winter had been finer. No great loss has yet been reported even among the few range herds running in the vicinity, but the final results cannot be shown until the expiration of at least two months. The only complaint our settlers make in this district is the low prices they are receiving for cattle which will inevitably result in their going out of that branch of business. The land being now well occupied, there is not a great stream of settlers to this district, but those coming are looking for homes, and partially improved farms, or attempting to cancel the existing homestead entries. During the period covered by this report 124 homesteads were made through this office.

High River, Alberta.

The severe winter caused some loss among the cattlemen, and although the snow-fall was heavy, the absence of stormy weather prevented, what appeared at first sight, likely to be a disaster. The farmers appear to be in good humour over the prospects for fall wheat. Very little homestead land is now available in this district, and the settlers, generally, are progressing satisfactorily.

Sedgwick, Alberta.

This point has only just been opened up by railway communication, and will be on the short line from Winnipeg to Edmonton. A number of cattle, unfortunately, died during the past winter from lack of feed, but beyond this feature no complaints are heard among the settlers. The immigrants arriving are a well-to-do class. There is little land under cultivation. The railway construction now proceeding upon this branch of the Canadian Pacific Railway, and also on the main line of the Grand Trunk Pacific Railway will materially increase the advantages of this district, and there will be no trouble in securing a market for all farmer's produce. Already ten carloads of settlers' effects have been unloaded at this point. At the time of making this report farm hands seem to be in demand, but this is likely to be met by the incoming arrivals.

'Soo' Line between Moosejaw and North Portal.

Travelling agents state that during the time covered by this report many settlers, with their effects, have passed into Canada by way of North Portal. The immigrants themselves are very desirable, and they bring with them an ample supply of capital and energy. The value of the settlers' outfits these American families bring is not less than \$1,000 a family, and often as high as \$8,000, besides money. From North Portal to Moosejaw there is plain evidence of prosperity; what was a few years ago a treeless prairie without a habitation, is now so closely settled that the farmers are erecting newer and larger farm buildings, and very largely increasing their area under cultivation. All the towns on the line of the railway are increasing in size and importance, plainly indicating that the settlers are there to stay. The railway company has erected new stations at Drinkwater, Lang, Midale and McTaggart. Ten new elevators were built last fall. The city of Moosejaw is progressing very rapidly, and the cost of new buildings and public improvements exceeds \$1,000,000 for the past year. The new land district of Moosejaw, and the agent's office at Moosejaw itself will prove to be of great advantage to the district west of the city. There is a good

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demand for labour of all classes along this line, and as the acreage under crop is nearly one-third more than any previous year, harvest hands will be needed.

Milestone, Saskatchewan.

The immigration to this point appears to be equally divided between those from the United States and those from eastern Canada and over the seas. Two hundred and thirty-six cars of settlers' effects were unloaded at Milestone station, some coming from as far east as Nova Scotia and Massachusetts, and as far south as Kentucky; but the majority came from Iowa, Illinois, Minnesota and North Dakota. The area of settlement now reaches township 5 to the south, and Willow Bunch to the southwest. The area under cultivation doubled during the past year, and will probably double again during 1907. In the season of 1905-6, 211,000 bushels of wheat, 170,000 bushels of oats, and 119,000 bushels of flax were shipped from Milestone station. Flax sown on spring breaking yielded from 9 to 25 bushels per acre, and is worth \$1.13½ per bushel on track at Milestone. The experience of steam-ploughmen was unsatisfactory, owing to the wet spring of 1906. Engines could not travel, and the loss in wages rendered the ventures unprofitable then, but the work performed during the dry season was satisfactory to all concerned. There is a considerable area of hilly land beginning in township 9, range 21, and extending to township 12, range 24, west of the 3rd principal meridian, which is not being taken up because it is largely unsuitable for grain growing, and it is suggested that some continental immigrants be directed to that portion of the district.

Estevan, Saskatchewan.

This district covers a portion of what was known as the Alameda land district. The crop last season was excellent, the average yield of wheat being 22 bushels, but much of the wheat still remains in the hands of the farmers, or in the elevators, as the railroad has not been able to move it out. The southern part of the district is favourably situated, there being an abundance of coal at Estevan, Bienfait, and Moose mountain is yet able to supply a considerable quantity of wood for the surrounding districts. There were several alarming reports of destitution and distress from two or three points in this district, but they were found, upon investigation by special patrols of the Northwest Mounted Police, to be in some cases without foundation, and in others, not so serious as reported, and since the weather has moderated, it is quite evident that the farmers are just as hopeful as ever, and at least one-third more land will be brought under crop in 1907 than was cropped in 1906. There is a very noticeable increase in the number of settlers from Great Britain, but the majority of settlers coming into this district are Americans and Canadians.

Craik, Saskatchewan.

Sixty-four cars of settlers' effects arrived at this point. The total acreage in what is known as the Craik district during 1906 was as follows: wheat 12,545 acres, average 24 bushels; oats 4,658 acres, average 36 bushels; barley 222 acres, average 28 bushels; flax 2,241 acres, average 7 bushels, being a total of 19,666 acres, which acreage will be increased for the crop of 1907 to 26,500 acres. There is no demand for farm labour here which cannot be supplied readily from the newcomers.

Kenaston, Saskatchewan.

The district immediately contiguous to Kenaston is very fully settled. There is a good settlement of Slovaks. Seventy-eight cars of settlers' effects were unloaded at

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this point. The area under cultivation in the nearby townships in this district will average from 3,000 to 8,000 acres, and there is demand for farm help at good wages.

Saskatoon, Saskatchewan.

Notwithstanding the backward season 40 cars of settlers' effects were unloaded in the month of March, 1907. About 4,000 people received accommodation during the past nine months at the immigration hall. Most of the homesteads within reasonable distances are taken and many go 150 miles west for good lands, whereas four years ago good homesteads could be had a few miles from Saskatoon. The crop during this year will be double that of the previous year, and this amount would be still further increased if the railways could take care of the products. The average wheat crop realized 20 to 45 bushels; oats 40 to 80 bushels. The farmers appear to be prosperous, and land has increased rapidly in price. Unimproved lands sell at \$15 to \$25 per acre. This will be a district of large wheat farms, as in many cases whole sections are being broken up by steam ploughs.

Rosthern, Saskatchewan.

Seven hundred immigrants arrived at this point, with 125 carloads of settlers' effects; of the arrivals 200 were Galicians, the remainder being British and American. It is reported that not more than half the crop of 1906 has so far been marketed, and it is expected that at least 1,000,000 bushels of 1906 wheat will be put through the Rosthern elevators. The crop area will be 25 per cent greater than the previous year. The district is especially favourable for the production of wheat; one farmer named Lorenz Samletski raised 2,423 bushels of No. 1 hard wheat off 36 acres of land, being an average of 52½ bushels to the acre. There is some slight demand for labour in this district.

Duck Lake, Saskatchewan.

The homesteads in this district having been for the most part occupied, or taken up, our building has not been used to much purpose during the past year, and were it not for the fact that a number of the homesteaders in this district are expecting friends from the old countries, who are without means, it would not seem advisable to keep this building open beyond the season of 1907. The acreage under cultivation increases year by year, and prosperity is general. It is a pleasing feature to note that only a small percentage of the farms in this district are mortgaged. The added acreage under crop, and the fact that the homesteader is now obliged to attend to his own farm, will probably mean the need of a number of extra farm hands from now on. Sixty-two applications for homesteads were made at this office during the past year.

Prince Albert, Saskatchewan.

Two hundred and sixty-seven actual settlers arrived, consisting of 77 English, 57 Norwegians, 2 Belgians, 23 French, 52 Americans, 14 Scotch, 2 Irish, 2 Polanders, 10 Russians, 6 eastern Canadians, 22 Germans. Fifty-one cars of effects were unloaded by these very desirable settlers. There is a demand for farm hands, and the indications show that considerable farm help will be required in harvest time. The fishing and lumbering interests north of Prince Albert have furnished employment to over 2,000 men during the past winter, and at least 500 men will be required by the mills operating throughout the summer months. The new Canadian Northern Railway bridge across the Saskatchewan river to this point, and the extension of the road beyond to Battleford will furnish employment to a large number of men, and new

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arrivals should have no difficulty in getting work. It is expected the erection of the new immigration building and the recent appointment of a special immigration agent will materially aid in the settlement of this district. Last season's crop was considered the best in the history of the district, but fully one-quarter is still unthreshed, and a similar amount still remains in the hands of the farmers. A steady advance in the value of city and farm properties is noticed. One thousand one hundred and ninety homesteads were entered for during this period.

Lipton, Saskatchewan.

Our agent reports the district flourishing and prosperous. Four or five times the area of the previous year will be under cultivation during 1907. At this point there was marketed, in the winter of 1905-6, 80,000 bushels of wheat; during the winter of 1906-7 twice that amount was exported, and there yet remains a large quantity in the farmers' granaries. This district appears to be well suited for grain raising, and one, if not more, of the farmers will be using a steam plough. In the Loon Creek district to the north of Lipton 5 or 6 steam ploughing outfits will be at work this year. Reporting by districts in this sub-agency, it is found that the area under cultivation in 1907 will be as follows: Hayward 3,000 acres, Lipton 5,000 acres, Dysart 4,000 acres, Kronsburg 6,000 acres, Headlands 1,500 acres, Benchonzie 1,000 acres, Touchwood Hills 1,500 acres. Five hundred and seventy-three homesteads were granted during the period covered by this report. No case of suffering from shortage of fuel or otherwise has been reported.

Dubuc, Saskatchewan.

The country surrounding Dubuc is well adapted for mixed farming, and settled chiefly by English-speaking people. Canadians and a number of Scandinavian-Americans. Homesteads have all been taken, but there is still considerable buying and selling of odd-numbered sections, and the prices have advanced during the last four years fully one hundred per cent. The area under cultivation in 1907 will be 40 per cent greater than the previous year. It is expected there will be a demand for farm labourers to a limited extent for spring work, but more help needed for the harvest.

Redvers, Saskatchewan.

About 300,000 bushels of wheat were grown in the immediate territory tributary to Redvers, of which only two-thirds has been marketed so far. Notwithstanding the difficulty of marketing wheat, and obtaining fuel and supplies, immigrants continue to arrive in fairly large numbers, and fully one-third more will be sown to wheat this season than any previous year. Farm help will be needed at this point.

Strassburg, Saskatchewan.

The new settlers arriving at this point have done a very large amount of breaking, but being a comparatively new district, reliable figures cannot be ascertained for this report. Some of the settlers augmented their financial resources by taking work on railway construction, while others found remunerative employment freighting Grand Trunk Pacific construction material north to the surveyed line of the railway. The majority of the new, and older settlers firmly believe in mixed farming, and while few have been fortunate enough to secure large herds of cattle, nearly every one has made a start in that direction, the hay land interspersing the wheat soil, making this feature of farming very desirable. The district produced many carloads of No. 1 hard, but oats have not yet received the attention they should, because all that have been grown

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are needed for feed purposes. The average production per acre was much below the general average of Saskatchewan owing to dry spells during the growing season; in some cases not more than 8 bushels per acre was harvested. There is no dearth of farm labour at this point, and although the acreage will be largely increased this year, the new homesteaders coming in will be able to supply the need.

Yorkton, Saskatchewan.

The total number of immigrants accommodated in the immigration hall was 364. Twenty-three cars of settlers' effects were unloaded at this point. The amount of grain received by the elevators was 1,390,000 bushels, and it is estimated that 50 per cent of the 1906 crop is still in the farmers' hands. The settlers in this district appear to have been generally successful, and no case of destitution has been reported during the past winter.

Kristnes, Saskatchewan.

So many arrivals reached this district during last year that practically all the homesteads are taken. They were mostly Icelanders and Swedes from North Dakota and Minnesota. Twenty carloads of effects were brought into the nearest railway stations, accompanied by between 200 and 300 settlers. The crop of 1906 was equal to the best as to quality and quantity; the average wheat yield being 27 bushels, oats 39, barley 30, flax 9 and speltz 21. There does not now appear to be any demand for farm labour, but the extension of the railway line may draw labour from the farms. At present settlers have to drive 15 or 20 miles to the nearest market, consequently they are hoping for the immediate construction of the railway to Saskatoon, which would bring them within 5 or 10 miles of a railway station. The average acreage under crop amongst the settlers in this district was 34 acres per farm, and this will be largely increased during the present year. Notwithstanding the usual vicissitudes of settlement in a new country, our agent reports the people well content.

Canmore, Saskatchewan.

One hundred families, with 20 cars of effects, arrived at this point. The settlers had a good crop last year. This point is becoming a grain centre, 350,000 bushels having been shipped by rail, and a large quantity is still in the farmers' hands. Some crops of wheat yielded 42 bushels to the acre, and oats 120 bushels. North of this point there are large American and Galician settlements, and up to the north boundary of township 36 is generally well settled. Quarter-sections of land with few improvements have been sold at prices ranging between \$2,000 and \$3,000. The Galicians who were amongst the first settlers in this district, are succeeding well, having secured good crops each year since they adopted the Canadian methods of farming. Some of these people arrived eight years ago, with large families and no money, and each has now a large acreage under crop, and many have bought land alongside of their homesteads, and it is gratifying to notice their distinct desire to have their children educated in the best Canadian schools.

Invermay, Saskatchewan.

Twenty cars of settlers' effects were unloaded at this point, accompanied by homesteaders with their families, nearly all of whom settled on homestead land. In this district there is a large quantity of scrub on the land, and this is holding back settlement somewhat; but once the land is cleared the soil is found to be of choice quality. Plenty of homesteads are yet available within ten miles of this station, and the settlers coming in are Americans and eastern Canadians.

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Kutawa, Saskatchewan.

The crop in this district was cut in first-class shape. Wheat averaged 25 bushels, oats 45 bushels, with some exceptionally large yields on special farms. There was no damage by hail or frost, but the very hot weather at ripening time probably reduced the yield by 5 bushels per acre. Garden stuff gave good returns. Cattle did remarkably well. Several new schools have been built and new post offices opened, and improvement districts have been organized for road work. There was no lack of fuel, nor any destitution among settlers in this district during the past winter. There is likely to be a demand for labour during the coming summer, as the railway companies will take a number of men otherwise available for agriculture; and with the construction of the railway, town sites will be put upon the market, making considerable work for artisans as well as labourers. Although much land is homesteaded, there are a number of homesteads in the park country within reasonable distances of the new railway lines now under construction.

Muenster, Saskatchewan.

The prospects for this district are reported good. The wheat crop of 1906 was good in quality and yield; oats and barley also produced well, considering most of it was on the spring ploughing. There is no demand for farm labour at this point. The settlers arriving were a good class, the majority coming from North Dakota, the eastern provinces, Minnesota and Michigan. Most were farmers and good workers. The general health has been excellent. Good water can be obtained at a general depth of 15 to 20 feet. It is estimated that the acreage under cultivation in 1907 will average 50 acres per homestead, and as all the homesteads are taken up, a large harvest may be expected. Oxen are gradually being disposed of and horses being purchased. The need of better roads is apparent and this district has suffered in common with many points owing to the defective railway service on the Canadian Northern Railway.

Quill Lake, Saskatchewan.

The settlers here are mostly English, Scotch and Canadian. South of Quill lake they consist of Americans, Icelanders and Norwegians. The immediately contiguous area to Quill lake will see about 6,000 acres in crop in 1907.

Battleford, Saskatchewan.

Throughout the year there has been a constant inflow of new settlers approximating 15,000 persons, the number of homesteads taken being 4,975. The class of settlers cannot well be surpassed, composed principally of Scotch, English, Irish, American and German nationalities. Most of the last mentioned before coming to Canada had been farming in the States, and speak good English; all the settlers who have been farming in the States bring effects with them, and 284 cars were unloaded at this point. The general trend of settlement during the year has been south and southwest of Battleford through which the Grand Trunk and Canadian Pacific railways are now being constructed. Fully seventy-five per cent of the new settlers were located along these lines, or along the proposed Canadian Pacific Railway line from Moosejaw to Lacombe. The crops in 1906 were harvested in good condition, the yield and quality being satisfactory. The acreage under crop in this district was 43,713 acres, the average acreage per farm being 35 acres. It is expected that at least 60,000 acres will be under crop this year. A number of new settlers will have to be assisted by the loan of seed grain in the spring of 1907. There is no demand for farm labourers, but carpenters, bricklayers and other tradesmen have little difficulty in securing

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work. Thousands of homesteads still to be had in the Battleford district are admirably suited for grain growing and mixed farming. The provincial government of Saskatchewan is expending \$30,000 in the building of roads, bridges, &c., in order to assist the settlement of the country.

North Battleford, Saskatchewan.

This season the district has experienced a wonderful growth in development and in the number of arrivals. Approximately 350 homesteads have been taken up within a semicircle of 50 miles radius to the north, which means about 1,000 arrivals and 200 cars of settlers' effects. The settlers are, generally speaking, industrious and thrifty. They are British, Icelanders, some from the continent of Europe, and others from the western States and provinces of eastern Canada. The acreage under crop in 1907 is expected to be at least three times greater than in 1906. There is no immediate call for farm labour, but mechanics in connection with the building trades can find ready employment in this and other towns along the Canadian Northern main line.

Lloydminster, Saskatchewan.

Report shows the past has been a very successful year, and the number of immigrants arriving has exceeded the previous year. The greater portion of settlers came direct from the old country, and a large number came from the United States, bringing with them 32 carloads of settlers' effects. The settlement has mostly gone south between the Canadian Northern line and the Grand Trunk Railway, but there are quite a few homesteads yet to be had within three miles of the last-mentioned location, and all along the line of construction business centres are springing up eight miles apart. One of the largest of these settlements is Denwood on section 21-44-6 west of 4th P.M., in the centre of a very fine stretch of agricultural land, but all homesteads are taken in this township. During the past winter the homestead inspector, and other officers, have been diligently engaged in patrolling the district for long distances, in order to keep in touch with settlers and see that no misfortune overlooked them, which could not be readily met. Only three cases of destitution were discovered; one being a family who arrived after the snow had fallen and were not in shape to start operations at that time of the year; another case was a family of nine from South Africa, who arrived late in September, too late to make adequate preparations; the third case being that of a woman with six children, who were located on a homestead south of Vermilion, her husband having left in the fall to secure work, and has not since been heard of. There were no advances of seed grain during the year, but it is possible that assistance in this line will have to be given in some cases during the spring of 1907. A pleasing feature is the correspondence kept up by the original settlers with those in the old land whom they may desire to bring out. The fourth meridian line which passes through Lloydminster has been graded by the government of Alberta, and a steel bridge has been constructed across the Battle river, a great convenience to the settlers in all the south country. The road is 30 miles long and goes through a fine farming district, and it is intended to continue the same northward to the Saskatchewan river, thus making a trunk-road on the meridian line 55 miles long. The action of the Department of Agriculture in having field contests for the growing of wheat, has been of much benefit to farmers, and since the visit of the seed grain special train a year ago, much more care is taken in farming operations. There are many hundreds of homesteads to be had in large districts which can be readily reached from Lloydminster and other points on the railway. Accommodation was furnished in the immigration building at this point as follows:—

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| | |
|------------------------|-------------|
| July, 1906. | 50 persons. |
| August. | 32 " |
| September. | 39 " |
| October. | 22 " |
| November. | 13 " |
| December. | 7 " |
| January, 1907. | 8 " |
| February. | 15 " |
| March. | 42 " |

So far there were no cases of sickness in our building, although a few mild cases of scarlet fever developed in the town. The class of settlers has been exceptionally good. Thirty carloads of effects were unloaded.

Vermilion, Saskatchewan.

The immigration has been very large not only to the country surrounding, but in the town itself. What was practically a wilderness two years ago, and one year ago sparsely settled, is now a thickly peopled district of Canadian, British and American farmers. Many labourers and mechanics got a start on their homesteads by employing their spare time in labouring in the town of Vermilion. This town, although only fifteen months old, has a population of 1,300 souls, and there is tributary to the north a very large amount of fertile lands. The organization of local improvement districts is being completed. The settlers are a progressive and enterprising type, and schools are being erected in every district. The favourable conditions existing here with respect to abundance of fuel, and feed for stock, have prevented anything like distress among the settlers who came in without an opportunity of preparing for winter. From this point a charter has been granted to construct a railway northward into the Cold Lake district, which will open up a very large territory of very good land for settlement. The acreage under crop in the immediate district is expected to be 15,000 acres. The provincial government has established a creamery for this town, and its success is assured owing to the abundance of good pasturage and good water.

Vegreville, Saskatchewan.

Forty-two carloads of settlers' effects arrived here. It is estimated between 500 and 1,200 settlers arrived in the district, many of them taking up homesteads. The settlers are a good class, mostly Canadians and Americans, or those born in foreign countries who have lived in the United States for years. A few Galicians arrived. The acreage under crop is increasing very fast, and fully 50 per cent more land was under cultivation than was cropped the previous year. Steam ploughs are in operation in this district. There is no shortage of farm labour. Two hundred and thirty homesteads were entered for at this sub-agency.

Teulon, Manitoba.

The settlers in the district north of this point consist largely of Galicians, French, Germans and Hebrews. The newcomers and older settlers are making rapid progress, and our agent reports specially in favour of the present type of Galician farmer, who makes an admirable farm labourer; and, being sought in other parts of the province for this work, a scarcity of farm help has been found of late to affect even the district of Teulon.

Ranchvale, Manitoba.

The farmers in this district reaped an abundant harvest in 1906, but they were seriously inconvenienced during the winter months from lack of train service, and

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at the time of this report many of the farmers have not been able to sell their grain. A large portion of this district has been homesteaded in previous years by Galician farmers, who have been generally successful, and are better off financially each year.

Dauphin, Manitoba.

The district has shared in the general prosperity of the west. More land is under cultivation, and the town and villages have been growing steadily notwithstanding the inconvenience which has been experienced during part of the last winter owing to shortage of cars by which farmers could market their grain. Crops were generally good, prices fair, and it is estimated that not less than 2,000,000 bushels of wheat will be the final figure for the northern portion of this district. Oats and barley were grown to a considerable extent, but were all consumed by the local demand for lumber camps and railway work. Some attention is being paid to mixed farming from time to time. Heavy importations of horses have been made bringing good returns, as many of the earlier foreign settlers are discarding their oxen and using good horses instead. Many transactions and transfers of land are reported, prices being considerably higher than any previous year. Considerable settlement has taken place among homesteads lying between Lake Dauphin and Lake Manitoba, and additional surveys are necessary. The excessive snowfall of last winter hampered lumber operations in some parts of the district, but, notwithstanding, there is a fair amount of building material ready for market. The demand for labour of all classes has been fairly well met, but outside assistance will probably be required, as the foreign element who largely filled this demand in the past, cannot longer be depended upon, they having themselves such large areas under cultivation requiring their continual attention to their own farms. The general health of the district is good, and conditions prosperous. During the year 357 homestead entries were granted through this agency.

Swan River, Manitoba.

The past season produced good crops, and the outlook for 1907 is exceedingly bright. Eight years ago the Swan River valley was practically unoccupied. Now there is a population of at least 7,000 souls, and the district contains several railway lines; one incorporated town, five villages, six chartered banks, seven elevators, thirty day schools, and many other conveniences of a commercial and social character. There is an abundance of timber all about this district, which creates a confidence among the settlers as to their fuel supply. During 1906 it is estimated 50,000 acres were under crop, 250,000 bushels of wheat have been shipped, and 350,000 bushels are yet in the farmers' hands. This district has been peculiarly successful in respect to those who arrived there with little or no means. Indeed in one case a settler who arrived seven years ago with only \$45 of capital, estimates his present financial worth to be at least \$5,500. Sixty-three carloads of settlers' effects arrived at Swan River station during this year. Most of the desirable homesteads have been taken up in this district, and, although the price of improved farms is steadily increasing, yet, they are excellent value and afford, in many instances, a better investment than a free homestead. Lands purchased seven years ago at \$3.50 per acre have been known to sell for \$20 per acre during the past year. The saw-mills tributary to this district expect to place ready for market 12,000,000 feet of lumber.

Melfort, Saskatchewan.

Government agents report a good increase in the settlement of the district. Particularly has this been noticed in connection with Tisdale and the townships to the north of that point. The crops for the past season were exceptionally good, wheat

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realizing 25 to 60 bushels per acre, oats 50 to 125, barley 40 to 60. The breaking of new land during last season indicates a large increase in crop area for 1907. Twenty cars of settlers' effects have been unloaded at Melfort, and probably 100 cars at Tisdale, Star City and Kinistino. The indications are that there will be a large immigration to this district, and that the coming season will be satisfactory.

Tisdale, Saskatchewan.

In May, 1906, the Salvation Army placed 18 families on land in township 46, range 14, west of the 2nd P.M., and since then considerable work has been done on that land, though perhaps not as much as some people expected, railway facilities at that time not being favourable. Some 740 acres have been broken ready for crop in 1907. Each of the families has a well-built house and some live stock, and as they rapidly pick up a good knowledge of farming, they should succeed as they deserve. It is estimated that 20,000 acres will be under crop in this district in 1907. Ninety-nine per cent of the new arrivals speak English, and farm help needed can be obtained without sending from the outside.

GIRLS' HOME OF WELCOME, WINNIPEG.

The capacity of this deserving institution has been, on several occasions, taxed to the utmost. During 1906, 1,667 persons were accommodated; of this number 608 were *bona fide* immigrants; 690 servants, house-keepers, &c., and 371 transients. The nationalities represented by the immigrants were as follows: English, 325; Scotch 164; Irish 84; Swedes and Finlanders 10; Welsh 18; German 7. The following table will show how the work and accommodation of this institution have increased from year to year:—

| | Inmates. | Immigrants. |
|----------------|----------|-------------|
| 1901.. | 676 | 124 |
| 1902.. | 921 | 193 |
| 1903.. | 1,109 | 412 |
| 1904.. | 1,360 | 499 |
| 1905.. | 1,531 | 547 |
| 1906.. | 1,667 | 608 |

GRAIN EXHIBITS.

During the past season there was purchased for exhibition purposes 24 carloads of grain in straw, and grasses, and 510 bushels threshed grain from the following districts: Hartney, Manitoba; Moosejaw, Saskatchewan; Macleod, Alberta; Lethbridge, Alberta; Moffat, Saskatchewan; Harding, Manitoba; Brandon, Manitoba; Cardston, Alberta; Battleford, Saskatchewan, and Teulon, Manitoba.

A large quantity of vegetables, honey, dairy products and fruit was also purchased, and along with grain was distributed to the various government agents in the United States and Great Britain. Six hundred and seventy-three cases were distributed. A large display of grain and grasses was made at the summer fair of the Winnipeg Industrial Exhibition in 1906, and occasion was taken then to distribute very large quantities of immigration literature amongst visitors who arrived from the United States. In addition, a number of persons deeply interested in western Canada products have received small samples which have been carried by them to their homes and used by them for illustrative purposes. There is still on hand in our warehouse a good supply which it is expected will enable us to fill all orders until the crop of 1907 is reaped. The building of the new grain warehouse at Winnipeg, and the spur track alongside, has greatly facilitated the handling of this work.

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RAILWAYS.

I stated in the previous annual report that railway construction was proceeding very rapidly, and very large extensions of the three railway systems were provided for. It is to be hoped that the conditions of the labour market, &c., will permit the speedy completion of the lines now under construction, because it is found that the demand for homesteads has been, and is, even so early as the present time of the year, so great that unless railway construction is pushed much more rapidly than has been the case in the past, many of these settlers will be too far from a railway to enable them to successfully operate their land for years to come. Unfortunately it would appear from the various incidents which have happened in western Canada during the past winter that not only have the fuel dealers and other firms conducting mercantile business of all kinds, failed to appreciate and meet the situation which is caused by the influx of so many additional people each year, but the railways themselves have not been able to keep pace with the requirements of such a vast country, and it is quite evident that in some cases construction has proceeded too fast for the equipment at the disposal of the railway company. This may draw the attention of the world to the fact that western Canada opens up immense possibilities for safe and profitable investment of capital, and the utilization of a greater amount of manufactured articles than have yet been supplied. The net earnings of the railways in western Canada indicate very clearly what handsome returns await the investment of funds in railway construction and operation.

CONCLUSION.

It is a pleasure to officially acknowledge the practical and helpful assistance which has been given to many new arrivals by immigration chaplains appointed by several of the church organizations in Winnipeg, and also by the officers of the Salvation Army, and the Church Army. These officials, through the training of their calling, are frequently able to give new arrivals sympathetic and detailed advice which immigration agents and officers of this branch have not the time, or perhaps the ability to do so well, and I willingly record this appreciation of their services from year to year.

I have pleasure also in recording the unflinching devotion to duty which has characterized the staff under this branch of the department, and believe that the training and experience which they gain with each additional year's duty, better fit them for carrying out the policy of the department, which must always be sufficiently progressive to keep pace with changing needs and methods.

Respectfully submitted,

J. OBED SMITH,

Commissioner of Immigration.

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REPORT OF C. W. SPEERS, GENERAL COLONIZATION AGENT.

WINNIPEG, April 1, 1907.

W. D. SCOTT, Esq.,
Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit a report of my work from June 30, 1906, to April 1, 1907.

During the month of July I made an extended tour of inspection through Saskatchewan and Alberta, looking over the different colonies, and adjusting some of the existing difficulties. I drove 250 miles in northern Saskatchewan, inspecting new districts for settlement. Report of trip submitted August 11, 1906. During the same month, under instructions from the secretary of the Department of the Interior, I investigated some discrepancies in general report, made by the Dominion Lands and Crown Timber officials, relating to the Doukhobor community. Report dated July 24, 1906. During the months of July and August, I accompanied the Pennsylvania Editorial Association through Canada, completing arrangements for their reception and entertainment throughout Alberta, Saskatchewan, Manitoba and British Columbia. Their reception was most cordial, and they were kindly welcomed and entertained at all the leading centres of population throughout the west. I am persuaded that the visit of these people will do much in spreading a knowledge of our country and its capabilities in the New England states. I endeavoured to supply useful information, as to the general features and characteristics of our country, its enormous resources and its adaptability to prosperous settlement. Full report, dated August 11, 1906. I investigated, under instructions from the Department of the Interior, seed grain advance to the British settlers of Lloydminster. Report dated August 11, 1906. I also purchased and had prepared a quantity of grains in the straw and vegetables, for the use of the department, at the State Fair Exhibit. Report dated August 22, 1906. Also a further investigation into some Doukhobor discrepancies. Report, August 27, 1906. In September I reported upon the adaptability of certain districts for the colonization of Swedish families. Report, September, 1906. During the same month I placed the exhibit with Agent C. J. Broughton, at Springfield, Illinois. The State Fair was largely attended; our products were the best on exhibition; much useful literature was distributed, and a great interest manifested in western Canada. Report, October, 1906. Under instructions from the Deputy Minister of the Interior, I made a revision of the townsite of Lloydminster, in the interests of the British settlers, being a final and complete revision of that townsite, for the department. Complete reports submitted to deputy minister, November 9, 1906. I inspected the settlements at Lloydminster, the Doukhobor community, the Galician settlements and the German colonies, finding them all in a most prosperous condition. I examined the lands northwest and north of Battleford, as to their adaptability to German colonization. Report dated November 10, 1906. I inspected the conditions existing at our immigration halls at Lloydminster, Rosthern, Craik, Davidson, Regina, also North Battleford. Report to Commissioner Smith, November 10, 1906. I also made a report on Edward Fairley, and answered some communications from the United States agents. Reports dated November 26, 1906. In December I visited Saskatchewan, recommended the patrol of isolated districts by police, owing to the inclement weather and great depth of snow. Report dated December 17, 1906. In January I examined, under instructions from the secretary of the Department of the Interior, matters pertaining to the Indian reservation at Kamsack. Report dated January 25, 1907. I

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also reported this month on an investigation made, at the request of J. Bruce Walker, of certain statements appearing in the English newspapers detrimental to our country. Report to J. Obed Smith, January 5, 1907. In January I made an extended tour through the west, pointing out the conditions of settlement. Full report January 25, 1907. During the same month I discussed with the Saskatchewan government existing conditions in the isolated districts throughout that province. Report, February 4, 1907. Under instructions from the Minister and the Superintendent of Immigration, I proceeded to Battleford in February to extend relief to deserving and needy settlers. This incurred considerable work and much correspondence, and reports have been forwarded regularly to the Superintendent of Immigration, February 15, 16, 19, 25, and during the month of March. Considerable work has been involved during the past winter in keeping in touch with the various settlements, particularly with those that were more recently established, to see that they were enduring no special privation, and that they were supplied with the necessary food and fuel. I think the emergencies have been well met by the department, and that we have suffered less in western Canada, confronted with extraordinary conditions, than they have in the border States to the south of us. We have had a heavy immigration during the last nine months, made up mostly of the agricultural classes.

The country is progressing rapidly; wages to the labourer have been very good. The production of last year was all that could be desired, and every branch of the industry of agriculture seemed very prosperous. Wheat, the staple production, has brought a fair price, and was of good quality. Beef cattle are higher this spring than they have been for some years, and are bringing $4\frac{1}{2}$ cents per pound live weight. Eighty thousand cattle were shipped to Great Britain last fall. Hogs have been dearer during the past year than they have been for twenty years. They have been bringing from $6\frac{1}{2}$ to 7 cents live weight. Sheep are also bringing a high price. Coarse grains, butter, cheese, roots and vegetables, bring a good price, which is very encouraging to the producer, and all these things will further encourage diversified farming, for which our country is specially adapted.

The fertility of our soil and its enormous producing capability should have a tendency to call many more to the important industry of agriculture.

We are in great need of more railroads; a large percentage of last year's production is still stored throughout the length and breadth of the west, and most of the elevators are well filled, and much grain is still held in the farmers' granaries. I am aware that the railroads have been confronted with great difficulties that may not recur in many years; but we are confronted with the difficulty that thousands of people with their cars of effects are upon us, ready to make their homes, when they can reach their destination, and this is taxing the power of the railways so much that the moving of last year's products will have to be deferred.

The country is in a most prosperous condition: there is a vast area of good territory available for new settlers, and some important colonies should be established this year. The people of all nationalities are most hopeful. The established settlements are very prosperous.

Your obedient servant,

C. W. SPEERS,

General Colonization Agent.

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JUVENILE IMMIGRATION.

REPORT OF G. BOGUE SMART, CHIEF INSPECTOR OF BRITISH IMMIGRANT CHILDREN AND RECEIVING HOMES.

OTTAWA, March 31, 1907.

The Superintendent of Immigration,
Ottawa.

SIR.—I beg to submit my eighth annual report as Chief Inspector of British Immigrant Children and Receiving Homes.

Another satisfactory year's work is to be recorded, and the number of inspections for the last three months of the present fiscal year is well advanced. During the calendar year, 1,319 individual reports were transmitted to the British government, an increase of 114 over the previous year.

The number of children under the supervision of this branch of the service is steadily increasing, and with this augmentation the volume of work has correspondingly advanced.

Visits of inspection have been made at the various receiving and distributing centres. The work of the societies, I am pleased to state, has been conducted with care and devotion to the individual welfare of their wards, and with few exceptions the children are comfortably settled.

The following statement will show the number of children emigrated to Canada during the fiscal year by some of the principal societies, and the number of applications received for children during the same period:—

| Society or Agency. | Children immigrated. | Applications received for Children. |
|---|-------------------------|---|
| Dr. Barnardo's Homes, Toronto and Peterboro', Ontario, and Winnipeg and Russell, Manitoba..... | 944 | 10,810 |
| Miss Macpherson, Stratford..... | 91 | 494 |
| Mr. J. W. G. Fegan, Toronto..... | * | (a) 500 |
| Rev. Dr. A. E. Gregory, Hamilton..... | 109 | (a) 550 |
| Rev. Robert Wallace, 'Marchmont Home,' Belleville..... | * | 595 |
| 'Fairknowe' Home, (Mr. Quarrier's,) Brockville..... | * | 782 |
| The Misses Smyly, Hespeler..... | 10 | 118 |
| Mrs. Birt, Knowlton..... | 70 | 731 |
| The Catholic Emigration Association..... | 175 | 519 |
| Church of England Waifs' and Strays' Society, Sherbrooke..... | * | 83 |
| Church of England Waifs' and Strays' Society, Niagara-on-the-Lake..... | 17 | 382 |
| Bristol Emigration Society..... | | 57 |
| Mr. Middlemore, Halifax..... | | (a) 125 |
| The Salvation Army Emigration Agency..... | 39 | (a) 50 |

The above statistics cover a period of nine months only.

* Partes for 1907 had not yet arrived. (a) Approximately.

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STATEMENT.

Table showing the number of juvenile immigrants who arrived in Canada during the past five years, together with the number of applications received by the various agencies during the same period:—

| Fiscal Year. | Children immigrated. | Applications received. |
|--------------|----------------------|------------------------|
| 1900-1 | 977 | 5,783 |
| 1901-2 | 1,540 | 8,587 |
| 1902-3 | 1,979 | 14,219 |
| 1903-4 | 2,212 | 16,573 |
| 1904-5 | 2,814 | 17,833 |
| 1905-6 | 3,238 | 19,374 |
| Total | 12,780 | 82,369 |

The above statistics are most striking and indicate the extraordinary and steady increase in the demand for the British immigrant child in Canada. Juvenile immigration has lived down adverse criticism and this proof of its value is irrefragable.

It is a matter of personal satisfaction to me to be able to advise you that this branch of immigration is more clearly understood, and from a national point of view its value and importance are better appreciated by Canadians than heretofore. It is indeed unique, and in principle and policy differs from our general system of immigration. It is well that it is so, otherwise I fear it would fail to enlist that practical sympathy which it now commands from so many sources in Great Britain.

In previous reports which I have had the honour to address to you my endeavour has been to describe the various functions of this branch of the service, but the subject is one so copious of detail that my observations have been necessarily more general than specific. As early environment, and moral, religious and industrial training, or rather training in industriousness, have such an important bearing on the prospects and success of these young people in our Dominion, I have from time to time in public addresses and official memoranda described the predominating features of the child reclamation movement as ascertained by a personal study of the subject in the larger cities and other thickly populated centres of the old land from whence our annual influx of British juvenile immigrants has been drafted.

In the large family of children over whom my jurisdiction extends are many who have been hurled from respectability to destitution through the misadventure of their parents and friends. The large majority are, however, the children of poor but decent parents.

The cost of outfitting and emigrating a child to Canada amounts to about \$50 or \$60. This expenditure is claimed to be about one-tenth of the actual cost of maintaining the child in an institution. In contributing so generously towards the emigration of necessitous and unbefriended children, the people of Great Britain are actuated first by a Christian and humanitarian spirit, and secondly by a duty to the state. No one who has not actually witnessed hardship and poverty, as it exists in the old land, and its effect upon helpless childhood, can adequately appreciate the true value of the work. That well known social writer, Mr. George R. Sims, has truly said: 'No man who has seen how the poor live can return from the journey with aught but an aching heart.' A greater interest I believe has been awakened in this important branch of the wide field of philanthropic action in England than has existed at any previous period. The Rev. Dr. A. E. Gregory, Principal of the Children's Home and Orphanage, Bonner Road, London, in a recent number of 'Highway and Hedges' has stated that 'the most remarkable development of the life of the last century was its interest in children. It has been said that its great discovery was the discovery of

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the child.' He goes on to say 'this is true to some extent of children in all classes, but it is specially true of the children of the poor. When first public interest in the children of the poor was aroused a great and horrible discovery was made. Men began to realize that children, made in the image of God, were suffering cruelties and wrongs unspeakable.'

A gentleman of prominence in Liverpool official circles, in a recent letter to me said in part: 'I only wish we could send you more of the poor boys and girls for whom there is little or no hope here, but who might become useful citizens of your great territory.'

The awakening of the public conscience in Britain to the rights of suffering and neglected children has spread to Canada's shores, for in many, if not all of our provinces, the legislatures have enacted laws for the protection and elevation of Canadian children, and Children's Aid Societies have been formed and are doing excellent work in many cities and towns. To the existence of such enactments and to the solution of a great sociological and economic problem the juvenile emigration movement was undoubtedly a leading factor in bringing to the attention of the people of Canada the manner in which children similarly situated were dealt with in the mother country.

As a farm labourer the home boy has proved a success, and after a few months' experience his work needs not to be apologized for. If he has been wisely indentured, by the time he reaches the age of eighteen there should be no reason why he should not possess a sum of at least two hundred dollars, which for an industrious youth is a sufficient nucleus to make an independent start. The following extracts from letters indiscriminately selected may be interesting as showing how many of these youthful labourers are progressing:—

'I have taken up my homestead, and at the present time I am ploughing my own place; my sister, whom I brought out, is working close at hand, and if all goes well will keep house for me next spring.'

'My brother in England is seriously sick. I want you to send me five dollars from my bank money to help him along. I am getting on fine.'

'My brother wants to come to Canada. Will you send him fifty dollars from my bank money to fetch him out here.'

From a former home boy: 'I would like a boy to help on our farm. I was married six years ago. I have only 40 acres to work, keep 7 head of cattle, 4 horses, a few hogs, with chickens, geese and turkeys. We sold \$70 worth of poultry at Christmas. The Methodist minister will give you my character.'

The majority of the boys are thrifty and saving and appreciate the value of their earnings, as a look into their savings bank accounts would indicate. In speaking recently with Mr. Frank Hills, Governor of the Children's Home, Hamilton, on this subject, he stated: 'I am often asked what (Home) boys do with their money—that is very hard to tell, but we know in many instances it is put to very excellent use. One boy may decide, after he has been in Canada a few years, to pay a visit to the old country to see his friends, he has money to pay his fare, money to live on while there, and as a rule sufficient to pay his fare back to Canada. These visits, while we do not encourage them, have a salutary effect upon the boy's ideas. He, as a boy, did not realize the want, squalor, the lack of work in the big cities of England, and he soon gets restless and longs to return to the bountiful Dominion where there is plenty for all. Some boys invest their earnings in a government land grant, and rough it through as the early pioneers have done before them. Some come into the cities from the country, and take a commercial course in a business college or telegraph school, and others settle down to married life in city or country, making a little home of their own. Not a few send regularly some contribution to their poor relatives in England, and quite a number have brought to Canada a father, mother, or brother and sister—paying all expenses.'

The general health of the children has been excellent, and it is quite superfluous to dwell upon this most important feature of the work further than to add *en passant*

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that for some years past a great improvement has been made by the various English societies in selecting children for Canada. I have reason to know that special care and attention have been exercised to see that their mental and physical qualifications have been good. The standard of requirements in a prospective juvenile emigrant should be similar to that applied to a recruit for the Imperial army or navy. Those with the slightest suspicion of physical weakness or mental defect should be rejected out of kindness to themselves. The Canadian official regulations state that every immigrant must pass a careful medical examination at the ports of embarkation and di-embarkation, and be certified as physically, mentally and morally sound. As far as the government is concerned it welcomes all immigrants, whether juvenile or adult, who conform to these regulations.

The sentiment of the Canadian people as to the type and class of immigrant required is well defined, and is now better known in Great Britain than heretofore. It is a recognized fact that, while we have a vast territory for cultivation and development, and our most urgent need is population, only healthy, sober, hardworking men, women and children are welcomed. With plenty of courage, good constitutions and a good degree of strength, such are almost certain to succeed. Juvenile immigrants have the advantage of adults, for they have the privilege of training on a Canadian farm before they are of age to homestead or procure land for themselves. The late Right Hon. Samuel Smith, in an address at Mrs. Birt's annual meeting at Liverpool, stated in part: 'The children, if trained well before departure, rapidly adapt themselves to their new life, 95 per cent of them do well—some think even more than that.' From experience it would appear that the opportunities of success for the English so-called 'Home' boy has been found greater in Canada, judging by the fact that juvenile emigration to other colonies has at various times been tried as an experiment and practically abandoned.

Many of the young immigrants seize the opportunities afforded them, and put them to the best use, but others, a few in number, wish to escape from the control of the societies and their benefactors, and exhibit a love for adventure and a taste for travel. Apparently some have a hope of making a livelihood and realizing a future without the exertion of labour.

The emigration of boys of 16 years of age who have not previously undergone a definite period of probationary training in a home or school in Great Britain does not meet the requirements of our farmers or Canadians generally.

The advantages afforded industrious and well-behaved boys and girls in Canada are well understood in Great Britain.

But little progress has been made by the societies in attempting to cope with the demand for juvenile farm labour. During the past calendar year the influx has been greater than in any previous year in the history of the movement, but notwithstanding this the supply has been wholly inadequate.

In the course of my duties, and since my last report I have made a tour of inspection of a number of children in the agricultural districts of Ontario and Quebec, and it was very gratifying indeed to find, on the whole, such a desirable class of juveniles, few being of the undesirable or unemployable type.

It is the desire of the department that the individual inspections should be as thorough and effective as possible. No previous notice is given, and the children are found in their every day dress, engaged in their daily routine; and in this way the quality and suitability of the situation are more easily determined.

It is with much regret that I have to chronicle the death of Mr. Arthur Chilton Thomas, and of Miss J. Loveday. Mr. Chilton Thomas was one of the most active members of the Catholic Emigration Association, a leading authority in Great Britain on juvenile sociology, and an earnest supporter of the juvenile emigration movement. On several occasions he visited Canada, and had a thorough grasp of the Canadian phase of the work. Through his writings and addresses he did much towards the dissemination of a better knowledge of the work in

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Canada, and his loss to the Catholic Association is very deeply felt. The Barnardo Homes have sustained an irreparable loss by the death of Miss Loveday, who perished in the fire which destroyed the Gilmour hotel in Ottawa last September. Miss Loveday had come to the Capital in the prosecution of her work, and was a guest at the ill-fated hotel. For fourteen years she had been connected with Dr. Barnardo's Girls' Home, at Peterborough, Ontario. She was a lady of shrewd common sense, devoted to her duties and held in the highest regard by those with whom she came in contact.

In conclusion, I wish to say that the existing societies and their Canadian agencies are doing a service to the Empire that cannot be overestimated. They have been termed 'curative agencies.' The rescue from the hardships of destitution and the temptations which particularly beset unbefriended childhood in Great Britain, and their subsequent separation, by an almost impassable gulf, from the temptations of their original environment by emigration to Canada, are a work of transcendent importance to the future of our Empire. In a recent number of *Day and Night*, it is stated, in reference to the Barnardo Homes, that 'for many of the children the homes prove a succor indeed, a moral and spiritual breakwater that prevents the inroads of a pitiless sea of danger and suffering.' These words embody a high tribute to the work at large.

My assistants have again this year reported, on the whole, a chorus of praise on the British juvenile immigrant in Canada. Mr. K. J. Henry, in his report for the past nine months, says: 'In general I found the children well cared for and giving good satisfaction. As a rule they were smart and intelligent. The farmers with whom the children are placed are of a good class and willing to do their duty by the children. In some cases they were doing more than the indentures called for. Everywhere I visited I was met by parties inquiring about how to get a boy or a girl, and in some instances both were wanted by the same person, particularly where they did not have any children of their own, or where their children had grown up and left the farm. I mention this because it goes to show not only the great demand for the boys and girls, but that those in their midst are appreciated.'

In his annual report, Mr. R. W. Hillyard, in part, states: 'Another year's work in connection with the inspection of British immigrant children affords a further opportunity to estimate the value of the work being done by the different societies engaged in rescuing these helpless ones and sending them to Canada, where comfortable homes are awaiting them.

'In a large majority of cases I found the children comfortably placed and giving satisfaction to their employers. Only rarely have I found a child thoroughly bad, and the percentage of such is very small. The children are generally well housed, cared for and clothed and fairly remunerated for their services. They are unquestionably a great help to our farmers. Owing to the scarcity of farm help these children are yearly becoming more valuable, and the training which they here receive is fitting them for future usefulness and success. The annual visits from agents of the homes, and the government inspection of the children insure proper treatment and remuneration. Too much importance cannot be attached to the value of yearly inspections. The work being done through the charitable organizations in the old land is beyond all praise. Many of the children have completed their term of indenture with great credit to themselves and to the agencies which assisted them.'

It is ever a pleasure to acknowledge the kindness of the various agencies and their unflinching promptness in carrying out my recommendations.

THE CHILDREN'S AID SOCIETY OF LONDON, ENGLAND, CANADIAN AGENCY, SHAFTESBURY HOUSE,
WINNIPEG.

Under the auspices of this society thirty children were sent to Canada during the past year. Reports received at the department indicate that these youthful immigrants are of a satisfactory class and are doing well.

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THE SALVATION ARMY.

The Salvation Army has not adopted juvenile immigration to any extent as yet. During the past nine months, however, thirty-nine children were brought out and placed in situations under the Army's auspices.

DR. BARNARDO'S HOMES.

During the past year I have personally inspected a large number of Barnardo boys and girls in their new homes and situations throughout the province of Ontario. Their healthy, wholesome appearance, behaviour and progress impressed me favourably and spoke well for their pre-emigration training. A careful and continuous oversight is maintained over their children, the number now aggregating over 16,000.

The superintendent advised me that their first party for the season of 1907 was expected to sail on February 21, and would number 300 boys and girls. Similar parties will from time to time arrive during the summer months.

My annual visits of inspection have been paid to the receiving homes at Toronto and Peterborough, Ontario. These homes are under efficient management.

MISS MACPHERSON'S HOME, STRATFORD, ONTARIO.

On February 13, last, I made my annual visit of inspection to this pioneer receiving home. There were ten very young children in residence, all being neatly dressed and bearing every appearance of good care.

Mr. Merry, who has charge of the Canadian branch of the work, stated in part 'that the rapidity with which the children were provided with good homes evidenced the fact of their careful selection and training in England.'

Their visitors have found fewer cases requiring the removal of the children from their original situations and homes, but in four such cases transfers were made, and of these, with one exception, the children have settled down in their new homes and promise well. During the past winter they have received visits from a number of their children, and Mr. Merry was much impressed by the marked change in their appearance and their increased height, which spoke volumes for their treatment in Canada, and the effect of the bracing Canadian climate. The health of their wards has been good, and there has been a complete absence of any infectious disease.

Many of last year's arrivals have gone to farmers known to Mr. Merry through their having had their wards in the past. 'It has been our greatest pleasure this year,' Mr. Merry stated, 'to see brothers and sisters who had emigrated in previous years and whose success has been the means of bringing other members of their families to Canada.'

A large number of their juveniles have come under the inspection of the department during the past year, and with few exceptions they were found in good situations and giving good satisfaction.

THE BRISTOL EMIGRATION SOCIETY.

This society did not promote the emigration of juveniles during the past year.

THE BOYS' AND GIRLS' REFUGES AND HOMES, STRANGWAYS, MANCHESTER, ENGLAND.

A party of juveniles from Manchester is expected to sail for Canada on April 4, in charge of Rev. Robert and Mrs. Wallace, of the Marchmont Home, Canada. A careful selection is being made of those children who are fitted for the new life, and whom it is desirable to remove from the risk of coming into association later, with degraded relatives who profess some interest in the child when he becomes of working

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age. Mr. Wallace gave the boys a lecture the other day on Canada, telling them of the life on the farms, and the good prospects for boys who were honest, truthful and industrious. He has a large number of applications for boys, five or six for every boy he places out, and so has a wide selection, and can find every lad a good home where he becomes one of the family, sharing the comforts as well as the work of the farm life.

FAIRKNOWE HOME, CANADIAN BRANCH OF THE ORPHAN HOMES FOR SCOTLAND (MR. WILLIAM QUARRIER).

During the years from 1871 to October 31, 1906, 13,000 have passed through Mr. Quarrier's homes, and of this number 5,000 were emigrated to the Dominion. It may be interesting to note that £670,000 has been received in voluntary gifts, of which £270,000 has been expended on buildings and lands and £400,000 on maintenance of the homes.

Any child, in any part of Scotland, if fatherless and destitute, is eligible for admission to the homes, and it is, therefore, from these classes that their juvenile immigrants are selected.

Of the 1,100 children under supervision 25 only have changed their situations during the past calendar year, which is a most satisfactory and gratifying feature as an evidence of careful selection and a credit to their early training in Scotland.

Their juveniles, Mr. Burges states, are in great demand, and to-day he had two applications for each child in the forthcoming party which is expected to reach Canada in April.

CHURCH OF ENGLAND WAIFS' AND STRAYS' SOCIETY, CANADIAN BRANCHES, SHERBROOKE, QUEBEC AND NIAGARA-ON-THE-LAKE, ONTARIO.

A number of boys and girls from this society have been inspected during the past year and reports indicate that they are progressing satisfactorily. During the year the Rev. Canon Rudolf, the chief executive of this influential society, visited Canada, and I have reason to believe that he carried home with him an impression of the opportunities afforded their young immigrants in Canada.

THE COOMBE, HESPELER, ONTARIO (THE MISSES SMYLY OF DUBLIN).

On December 10, I visited this home and had the pleasure of addressing their second annual meeting. I was much impressed by the deep interest evinced by the citizens of Hespeler in the work undertaken by the Misses Smyly, and by the expressions of high regard in which these ladies are held.

I heard many testimonies from farmers who have boys from the Misses Smyly's Dublin homes, as to their value as farm helps and good behaviour. The children spend some months at the home undergoing a preliminary training in taking care of cattle, poultry raising and gardening. They also attend the local public school.

The home is under efficient management.

MR. FAGAN'S HOME, TORONTO.

The superintendent states that their past year's operations have been very satisfactory. The children are well settled and giving their employers general satisfaction. All are placed out under yearly indentures, and in most cases receive their wages half-yearly, which are placed in the bank. The combined savings of the children at this date aggregate \$11,000. One youth has laid by \$800, and several have \$500 and \$600, respectively, in savings banks, a remarkably creditable showing, indicating that the children are imbued with the essential principles of success.

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The first party of juveniles is expected to arrive early in April.

THE CHILDREN'S HOME AND ORPHANAGE (REV. A. E. GREGORY, P.D.), HAMILTON, ONTARIO.

On March 19, I visited this receiving home and made a careful inspection of their first immigration party for the season of 1907. I cannot recall in the whole party one poor type, and they were all well advanced in schooling for their years.

Mr. Frank Hills, governor of the home, informed me that 'During the past year we have received some 106 children from England. They have been without exception a good type of boys, healthy, robust and well set up physically, just the kind capable of hard work. The boys have ranged from twelve to twenty-one years of age, many of them having been trained to manual labour in our farm home in Lancashire.

'We have received some 550 applications from all parts of Ontario, and many had to be declined because the demand was so much greater than the supply. With so many applications there is no difficulty in procuring good homes with some of the best farmers in Canada. These farm homes have been carefully selected, and as the boys are placed in the older settled districts of Ontario, they naturally secure many privileges, advantages and even luxuries which are not procurable in newer districts.

'Wages have of late years materially increased, we find farmers are only too ready to pay a good wage for a good type of boy, who is not only willing to work, but can do it intelligently.

'Thousands of dollars are placed in the savings bank every year, a splendid tribute to the thrift and industry of boys who arrived in Canada without a cent to their name. Had we two or three hundred more boys to place we should have had no difficulty in procuring good homes for them.'

THE CATHOLIC EMIGRATING ASSOCIATION, ST. GEORGE'S HOME, HINTONBURG, ONTARIO.

My annual inspection of this institution was made on January 6. Many alterations have been made in the interior of the home. All parts were found in good order, and the comfort of the children while here is well provided for.

The honorary manager reported a very satisfactory year's operations. Three hundred and ten children, viz., 263 boys and 47 girls, were received here and placed in situations in 1906, making an aggregate of 993 boys and 288 girls, or a total of 1,281 children under supervision. The general health of their wards has been decidedly good. Seven deaths occurred during the year, five of which were by accident.

It is anticipated that parties of children will arrive each month during the balance of the year. The majority of these young immigrants will be placed in Ontario and Quebec, and some will go to New Brunswick and Nova Scotia.

It is interesting to note that eight of their boys, who had been originally placed on farms and have completed their indentures, are attending college, paying their own way out of their savings.

I again had the pleasure of addressing the annual gathering of their 'old boys and girls,' at St. George's Home, at which I met 120 boys and girls. Their general appearance of prosperity, intelligence and alertness was a great credit to the society.

The honorary manager and his staff are deeply interested in their duties, and are doing a good work.

MRS. BIRT'S HOME, KNOWLTON, P.Q.

This home is pleasantly situated and well adapted for its purpose. It is in charge of a resident Canadian superintendent and two capable and experienced English ladies.

Two bands of juvenile immigrants are sent to Canada each year, one usually in February and another in May. Both boys and girls are emigrated, and the demand for their wards has for years been far greater than the supply.

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Mr. Andrew Drummond, for many years identified with Mrs. Birt's work in Liverpool, and whom I met at Knowlton on the occasion of my annual inspection of the home, reports: 'Our English boys and girls readily and heartily adapt themselves to the Canadian country life. In most cases the life has a great charm for those whose early years have been spent amid crowded surroundings. With few exceptions, our rescued little ones are behaving creditably, bringing comfort and gladness into many homes.'

I made a careful individual inspection of their first party for 1907, and found them a splendidly selected lot and of the type required for farm and domestic work in Canada. Those of the school age will be indentured with a view to their attendance at school. The children were all well outfitted, each having a sufficient supply of clothing for their first year's residence in Canada.

MARCHMONT HOME, BELLEVILLE, ONTARIO.

On the occasion of my official visit I found but two small lads in the home. I found the records splendidly kept and needed information readily available.

In the year ending December 31, 1906, 112 children, 81 being boys and 31 girls, were received and distributed by Rev. Mr. Wallace. No difficulty was found in placing this number, in fact I am advised that there were almost seven applications for each child. The children of last year were of a very good class, and have settled down in their new homes very satisfactorily, very few having returned.

Mr. Wallace advises me that 'there have been a number of marriages amongst the older boys and girls this year, and several have applied for children to bring up, in their turn. Two or three girls have taken up work as nurses in hospitals in Canada and write very happily about their work. Two of our old boys have been fully ordained during the year, one in the Baptist and one in the Methodist ministry, and have taken up the work of the ministry in settled pastorates.

'We continue as a home to support our missionary representative in China (one of our 1879 boys), as we have done since he went to China nineteen years ago.

'The work of visiting has been prosecuted as usual, and the reports have been most satisfactory on the whole both from the children's standpoint and that of the employees.'

Your obedient servant,

G. BOGUE SMART.

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REPORT OF THE CHIEF MEDICAL OFFICER.

OTTAWA, June 3, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit herewith the fourth annual report of the medical inspection service covering the fractional fiscal year, beginning July 1, 1906, and ending March 31, 1907.

The operations of the service include all the ports referred to in last year's report, and further include North Sydney, N.S., where a medical officer has been appointed to inspect all immigrants arriving from Newfoundland and other foreign ports. Hence the regular medical inspection of all immigrants arriving in Canada via ocean ports is carried on at North Sydney, Halifax, St. John, Quebec, Montreal, Vancouver and Victoria in Canada, and at New York by a Canadian medical officer, while those at other Atlantic seaports in addition to the United States inspection are again examined when they arrive at Montreal.

The methods of inspection inaugurated in 1903 have gradually been extended, with a view to meet the requirements of the Immigration Act as amended in 1906, and may be said to be at least as precise in their nature and as extended in their scope as those of any other country. That some idea of the work done may be had, the following table is made to show the total number of vessels arriving at the several seaports of Canada for the nine months of the fiscal year:—

TABLE I.

STATEMENT showing the total number of vessels carrying immigrants arriving at the ports of Quebec, Halifax, St. John, North Sydney, Vancouver and Victoria during the fiscal year 1906-7 (9 months).

| Port. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Totals. |
|-------------------|-------|-------|-------|-------|------|-------|-------|-------|-------|---------|
| Quebec | 30 | 30 | 30 | 25 | 17 | ..... | ..... | ..... | ..... | 132 |
| Halifax..... | 12 | 11 | 11 | 6 | 11 | 18 | 19 | 18 | 24 | 130 |
| St. John..... | 2 | 4 | 3 | 1 | 5 | 13 | 9 | 11 | 15 | 63 |
| North Sydney .. . | ..... | ..... | ..... | ..... | 4 | 11 | 12 | 9 | 4 | 40 |
| Vancouver..... | 4 | 5 | 2 | 3 | 3 | 3 | 2 | 3 | 4 | 29 |
| Victoria..... | 6 | 8 | 7 | 11 | 6 | 8 | 6 | 6 | 8 | 66 |
| Totals..... | 54 | 58 | 53 | 46 | 46 | 53 | 48 | 47 | 55 | 460 |

An observation of the table shows in an interesting way the varied distribution of the work at different seaports. Thus at North Sydney there is the tri-weekly steamer from Newfoundland throughout the year; at Halifax and St. John weekly steamers from the West Indies, and from November till April practically all the immigration from European ports, with occasional vessels throughout the summer months. Quebec, it is seen, receives almost all the European immigration to Canadian ports from May to October, while Montreal is the point at which immigrants arrive

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after inspection at the several United States Atlantic seaports, as Portland, Boston, New York, Baltimore and Philadelphia.

At the Pacific ports of Vancouver and Victoria, there is, as will be observed, a steady all-the-year-round influx of Asiatics, while the daily Puget Sound steamers demand steady attendance.

This varied distribution of monthly immigration, makes the necessity for different arrangements for medical inspectors at different seaports apparent. As many as 7,000 immigrants have arrived at Quebec within a single day, and 30,000 in a single month. Similarly at Halifax and St. John, several thousands have arrived in a single day. As all second-class passengers are inspected at Quebec on shipboard, it is evident that to meet the demand of the passengers and the transportation companies, ample facilities for rapid medical inspection are necessary.

As explained in previous reports, the work of medical inspection is supplemented by that of medical detention in special immigrant hospitals erected and equipped for the purpose at the several ports. During the past year new hospitals have been erected at Halifax and Quebec, and one erected at Vancouver by the Canadian Pacific Railway Company on the docks for this special work has been leased and another at Victoria will shortly be under construction.

As the type of hospital for this work varies somewhat from the ordinary general hospital, and now that two of the most modern are being completed, it is proper that a brief reference to such be made.

That erected at Quebec is the model on which others are based and its general features will be gathered from the attached photographs.

It will be remembered that the inmates are largely continentals who speak languages not familiar to all the several officers, that they have never been accustomed to modern conveniences, and that many of the different nationalities have to be under the supervision of the same officers. This necessitates that all modern methods for safety from fire be adopted, hence buildings constructed of stone, cement and iron have been erected. It will also be remembered that immigrants are often detained against their will, making a certain degree of restraint necessary, and that in consequence the hospital officials, apart from their medical affairs, have to be guards as well as nurses, and to this end the wide balconies protected with strong wire screens for use in wet weather afford every opportunity for recreation, exercise and fresh air, while facilitating the supervision of the immigrants. In addition to kitchen, laundry and engine room, the basement mostly above ground provides a splendidly lighted dining-room adequate for three hundred persons.

The ground floor has a men's large ward lighted on three sides and with ventilating shafts to sky-light and ventilators in the roof. Two hospital wards and a perfectly lighted operating room are attached. All the rooms are adequately equipped with porcelain basins, closets and spray baths, while folding-beds add much to the facilities for cleanliness.

The first floor has two general wards and four family wards, all similarly equipped and lighted and ventilated by sky-lights.

The front portion of the building on the ground floor and first floor is devoted to offices and officers' quarters; the whole building has hot water heating, electric lighting and an abundant water supply from city mains.

Attached to these several hospitals are large grounds where exercise and recreation and some employment will aid in promoting the health of immigrants temporarily detained. That such equipment is demanded was apparent so soon as the medical inspection of immigrants was systematically begun; and that it is now much more required may be judged from the fact that the total immigration to Canada during the fiscal year was 124,667 or an increase of 37 per cent over the same period in 1905-6. The following table will illustrate the use of these hospitals:—

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TABLE II.

STATEMENT showing the number of immigrants who were detained and the number debarred at ocean ports since December 1902, when medical inspection was first begun.

| Port. | Fiscal Year 1902-03. | | Fiscal Year 1903-04. | | Fiscal Year 1904-05. | | Fiscal Year 1905-06. | | Fractional Fiscal Year (9 months) 1906-07. | | Totals. | |
|-----------------------------|----------------------|-------|----------------------|-------|----------------------|-------|----------------------|-------|--|-------|---------|-------|
| | Det'd. | Deb'd | Det'd. | Deb'd | Det'd. | Deb'd | Det'd. | Deb'd | Det'd. | Deb'd | Det'd. | Deb'd |
| Quebec..... | 15 | 15 | 817 | 179 | 1,422 | 454 | 1,163 | 320 | 523 | 117 | 3,940 | 1,085 |
| St. John..... | 134 | 134 | 313 | 68 | 145 | 6 | 396 | 32 | 113 | 13 | 1,101 | 253 |
| Halifax..... | 124 | 124 | 705 | 27 | 449 | 36 | 366 | 10 | 392 | 7 | 2,036 | 264 |
| Montreal..... | | | | | 146 | 2 | 137 | | 208 | 11 | 491 | 13 |
| Vancouver and Victoria..... | | | | | 397 | 113 | 1,456 | 118 | 2,257 | 242 | 4,110 | 473 |
| New York..... | | | | | | | 52 | 44 | 50 | 50 | 102 | 94 |
| Totals..... | 273 | 273 | 1,835 | 274 | 2,559 | 611 | 3,570 | 524 | 3,543 | 440 | 11,780 | 2,122 |

A study of Table II. reveals some most interesting facts. It will be noted that the number detained in the fiscal year of nine months is almost equal to the total for 1905-6, and that the number for that year was more than one thousand greater than in the year previous. But it will be noticed that the ports at which the greater number of detentions have taken place have changed their relative positions during the three years. Thus in 1904-5 there were 1,422 detained at Quebec in a total of 2,559, much the same number was detained in 1905-6, but only 523 during this fiscal period. The number detained at Halifax has remained approximately the same during the same period, while that at St. John, large in 1905-6, fell to one-third during the present period. This, in view of the very large increase in European immigration, is of much interest. It has already been stated that the character of the inspection has been more extended and exact than ever before; and the only conclusion to be derived from this is that the steamship companies have learned by experience the necessity for greater care in having intending immigrants examined at ports of their embarkation. Another reason, perhaps, is that fewer continental immigrants from southern Europe have been arriving via Canadian seaports. The essential reason is, however, that through steady pressure upon the steamship companies, and the personal relations established with the medical officers of the boards of trade and the great steamship lines at the several British and continental seaports, aided by the official visit of Dr. J. D. Pagé, the chief medical officer of the port of Quebec, during last winter, European medical officers and booking agents are learning to understand exactly the requirements of the new Immigration Act. That this has not yet been fully understood at the Pacific coast ports, may be gathered from the enormous increase in detentions at the port of Victoria. From Table II. will be gathered some idea of the large number, not only of vessels inspected, but also of the possible detentions. While a number of those are from Puget Sound ports, the principal number detained are immigrants arriving on vessels of the Canadian Pacific Steamship Company bound to Canada, or on vessels *en route* to United States ports on Puget Sound, but touching to land passengers and freight at Victoria. The notable difference between the number detained at Victoria and Vancouver will thus be understood, Victoria being really like Quebec for the St. Lawrence, the first port of call for inward-bound ships.

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As regards the ports at which detained immigrants arrived, and the number detained in proportion to the number carried by the chief steamship lines, the following Tables III. and IV. will be of interest:—

TABLE III.

STATEMENT for the ports of Halifax, St. John and Quebec, showing the number of immigrants detained and the number debarred in the Fiscal Year 1906-7 (9 months).

| SS. Line. | Port. | Number examined. | Detained. | | Debarred. | Ratio of detained to Number examined. | Ratio of debarred to Number examined. |
|-------------------------|---------------|------------------|-----------|---------|-----------|---------------------------------------|---------------------------------------|
| | | | Male. | Female. | | | |
| Allan SS. Line..... | Halifax. | 18,489 | 239 | 95 | 5 | 1 in 55 | 1 in 3,698 |
| " " | St. John..... | 22,836 | 83 | 33 | 39 | 1 in 197 | 1 in 586 |
| | Quebec..... | | | | | | |
| | Total..... | 41,325 | 322 | 128 | 44 | 1 in 92 | 1 in 939 |
| Dominion SS. Line..... | Halifax..... | 3,325 | 26 | 13 | | 1 in 85 | |
| " " | St. John..... | 12,509 | 127 | 77 | 44 | 1 in 61 | 1 in 284 |
| | Quebec..... | | | | | | |
| | Total..... | 15,834 | 153 | 90 | 44 | 1 in 65 | 1 in 360 |
| C. P. R. SS. Line..... | Halifax..... | 1 | | | | | |
| " " | St. John..... | 13,458 | 72 | 25 | 11 | 1 in 139 | 1 in 1,223 |
| " " | Quebec..... | 19,593 | 118 | 78 | 30 | 1 in 100 | 1 in 653 |
| | Total..... | 33,052 | 190 | 103 | 41 | 1 in 113 | 1 in 806 |
| Donaldson SS. Line..... | Quebec..... | 2,657 | 5 | 2 | 4 | 1 in 380 | 1 in 664 |
| " " | St. John..... | 1,293 | 10 | 6 | 2 | 1 in 81 | 1 in 647 |
| | Total..... | 3,950 | 15 | 8 | 6 | 1 in 172 | 1 in 658 |
| Other Lines..... | Halifax..... | 791 | 13 | 6 | 2 | 1 in 42 | 1 in 396 |
| " | St. John..... | 255 | | | | | |
| " | Quebec..... | 54 | | | | | |
| | Total..... | 1,100 | 13 | 6 | 2 | 1 in 58 | 1 in 550 |
| Grand total..... | | 95,261 | 693 | 335 | 137 | 1 in 93 | 1 in 695 |

In Table III. will be seen not only the proportion of arrivals by the several lines of steamers at the same port, but also a comparison of the arrivals and detentions at different seaports. It will be observed that the detentions during the winter season at Halifax of passengers per Allan Steamship Company are larger than at Quebec, though there were but few rejections. The difference is due to the fact that a relatively larger number of continentals arrive in winter, often suffering from conjunctivitis which under treatment becomes readily curable. The Dominion Steamship line shows a notably greater number both of detentions and rejections at Quebec and Halifax than any other company, the average detentions being 1 in 65, and rejections 1 in 360. The Canadian Pacific Railway Steamship Company has shown a remarkable improvement in the last year, both in the number detained and the number debarred. Thus while in 1905-6 1 in 43 was detained and 1 in 221 deported, the present year shows 1 in 113 detained and but 1 in 806 debarred, almost reaching the previous high standard of the Allan Steamship Company. Remembering that this includes steamers from Antwerp carrying continentals only, the fact is most gratify-

ing, as showing what constant medical inspection before embarkation is capable of accomplishing.

The Donaldson Steamship Company, which last year took up immigration work for the first time, bringing passengers from Scotland, shows fewer detentions than any other line, though rather more rejections. The average detentions being 1 in 93, and the average rejections 1 in 6.5 for all lines have shown a lessening of almost 22 per cent over 1905-6 in the detentions and of 44 per cent in the deportations.

| Year. | Total Examined. | Total Detained. | Total Debarred. |
|-----------------|-----------------|-----------------|-----------------|
| 1905-6. | 140,224 | 1 in 73 | 1 in 387 |
| 1906-7. | 95,261 | 1 in 93 | 1 in 695 |

The differences which exist in immigrants, and the conditions under which they come to Canada are very well illustrated from the figures in the following table:—

TABLE IV.

STATEMENT showing the number of immigrants detained and debarred from Montreal, Vancouver, Victoria, North Sydney and New York for the Fiscal Year 1906-7 (9 months).

| Port of Entry. | Port of Arrival. | Total Arriving. | Total Detained. | Total Deported. | Total Released. | Still in Hospital. |
|-----------------------|------------------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| Montreal. | (Philadelphia. | 120 | 208 | 11 | 175 | 22 |
| | (Baltimore | 156 | | | | |
| | (Portland. | 2,508 | | | | |
| | (Boston. | 625 | | | | |
| | (New York. | 9,892 | | | | |
| North Sydney. | New York. | as above. | 50 | 50 | | |
| Vancouver. | North Sydney. | 1,387 | | | | |
| Vancouver. | Vancouver. | 5,160 | 718 | 139 | 560 | 19 |
| Victoria. | Victoria. | 4,583 | 1,539 | 103 | 1,432 | 4 |
| Totals. | | 24,341 | 2,515 | 303 | 2,167 | 45 |

The total arrivals at United States ports, given above, 13,211, include all immigrants who entered Canada at Montreal and were again inspected there, as well as any who may have entered at Cornwall, Prescott and Niagara Falls, and were not re-inspected except by Customs officers. The regular inspection at North Sydney was instituted in March, 1907, and includes persons inspected for only that month.

As mentioned in last year's report, arrangements exist whereby a medical officer of this department is provided with all facilities at Ellis Island, New York, for obtaining accurate statistics of all Canadian-bound immigrants arriving there and at the several other United States Atlantic ports, and of dealing with the cases of any who, on inspection, are detained by United States immigration officers. Of a total of 9,802 entering via New York, 50 were debarred as ineligible for admission to Canada, while of the total allowed admission to the United States and transit to Canada 208 were detained on inspection at Montreal and 11 were rejected.

Whatever the reason, it appears that of the immigrants coming to Canada via the United States, 1 in 51, or nearly twice as many were detained, and 1 in 216, or three times as many were deported proportionately as by Canadian Atlantic ports, suggesting either a stricter inspection or, what is actually the case, a greater number of continentals as coming via the United States ports.

Thus of the 13,211 immigrants arriving at United States ports, the Italians number 3,976 in a total of 5,114 arrivals in Canada; the Austro-Hungary group 1,540 in 4,045; the Hebrews 1,191 in 6,584; the Germans 691 in 1,903, while of 55,791 British only 2,968 entered by these ports.

A much more remarkable situation appears regarding detentions, when we turn to the Pacific coast arrivals. The very large number of vessels touching at Victoria has already been mentioned, including not only coastwise from the United States, but

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also vessels from Japan, China, Australia and Honolulu, whether bound to Vancouver or Puget Sound ports. These include regular passenger vessels, carrying tourists and latterly some immigrants from the United States, but very frequently persons of the tramp class are found. The vessels from Asiatic ports have always a limited number of tourists as saloon passengers, and in addition steerage passengers almost wholly Chinese returning on certificates, and Japanese and Hindoos. Recently a number of Japanese have been arriving at Victoria from Honolulu, whose final destination is the United States.

TABLE V.

STATEMENT by nationalities of number of immigrants debarred admission to Canada during the Fiscal Year 1906-7 (9 months).

| Nationality. | Total Arrivals. | ATLANTIC PORTS. | | PACIFIC PORTS. | | TOTALS. | | Totals. |
|-------------------|-----------------|-----------------|------------|----------------|------------|-------------|------------|---------|
| | | For Canada. | For U.S.A. | For Canada. | For U.S.A. | For Canada. | For U.S.A. | |
| Austrian, N.E.S. | 562 | 1 | | 1 | | 2 | | 2 |
| Galician | 1,652 | 6 | | | | 6 | | 6 |
| Magyar | 347 | 3 | | | | 3 | | 3 |
| Ruthenian | 303 | 2 | | | | 2 | | 2 |
| Slovak | 146 | 3 | | | | 3 | | 3 |
| Chinese | 92 | | | 1 | | 1 | | 1 |
| French | 1,314 | 4 | 1 | | | 4 | 1 | 5 |
| German, N.E.S. | 1,889 | 2 | | | | 2 | | 2 |
| English | 41,156 | 42 | 2 | 2 | | 44 | 2 | 46 |
| Scotch | 10,729 | 6 | | | | 6 | | 6 |
| Irish | 3,404 | 4 | | 1 | | 5 | | 5 |
| West Indian | 64 | 1 | | | | 1 | | 1 |
| Greek | 545 | 1 | | | | 1 | | 1 |
| Hebrew, N.E.S. | 544 | 1 | | | | 1 | | 1 |
| " Russian | 5,802 | 24 | 3 | | | 24 | 3 | 27 |
| Italian | 5,114 | 29 | 1 | | | 29 | 1 | 30 |
| Japanese | 2,042 | | | 99 | 1 | 99 | 1 | 100 |
| Poles, N.E.S. | 144 | 2 | 1 | | | 2 | 1 | 3 |
| " Austrian | 375 | 1 | | | | 1 | | 1 |
| " Russian | 492 | 6 | 4 | | | 6 | 4 | 10 |
| Roumanian, N.E.S. | 431 | 1 | | | | 1 | | 1 |
| Russian, N.E.S. | 1,927 | 15 | 15 | 1 | | 16 | 15 | 31 |
| Fims | 1,049 | | 3 | | | | 3 | 3 |
| Icelandic | 46 | | 4 | | | | 4 | 4 |
| Swedes | 1,677 | 4 | | | | 4 | | 4 |
| Turks, N.E.S. | 232 | 3 | | | | 3 | | 3 |
| Armenians | 208 | 2 | | | | 2 | | 2 |
| Syrians | 277 | 1 | | | | 1 | | 1 |
| From U.S.A. | 34,659 | | | 17 | | 17 | | 17 |
| India | 2,124 | | | 119 | | 119 | | 119 |
| Totals. | 118,746 | 164 | 34 | 241 | 1 | 405 | 35 | 440 |

This table, always interesting to the casual reader, is important, not only in indicating results compared with previous years, but also the degree to which the various peoples are impressed with the restrictions placed upon undesirable immigrants. As remarked in previous years, of the total number, those destined to the United States show the proportionately largest number, there being 34 in a total of 198 at Atlantic ports, as compared with 164 destined for Canada, while the total immigrants destined to the United States were 17,887 as compared with 101,715 to Canada. The number of British debarred at Atlantic ports was 54, or 1 in 1,033, as compared with 1 in 1,669 in 1905-6. This increase, as compared with last year of 3 to 2 in British rejections, is very worthy of note, since it has been the rule that the larger the total immigration of any class, the proportion detained is fewer, and British immigration has been greater than for the same period of the previous year. The English rejections were as 1 in 935; the Scotch as 1 in 1,788, and the Irish as 1 in 851.

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Of the total 34,217 from continental Europe 144, or 1 in every 237 was debarred, as compared with 1 in 104.3 last year.

The change is a very remarkable one, since while medical inspection is ever increasing in strictness, the continentals have fewer rejections by more than one-half. Thus in 4,045 of the Austro-Hungary group, 15, or only 1 in 270, were debarred as compared with 1 in 116 last year. Of the French and Belgians, 5 were deported, or 1 in 392, and of 4,199 German and Scandinavian and Danish, 10 were deported, or 1 in 420. In 5,144 Italians 30 were deported, or 1 in 170, while of 6,584 Hebrews 28 were debarred, or 1 in 235. Of the 1,293 Greeks, Syrians, Turks, Arabians and Armenians 7 were debarred, or 1 in 184.

Regarding the detained or debarred at the Pacific coast the following table will be of interest:—

TABLE VI.

STATEMENT showing the total number of Chinese, Japanese, Hindoos detained and debarred at the ports of Vancouver and Victoria during the Fiscal Year 1906-7 (9 months).

| Nationality. | Total No. Arriving. | Detained. | Released. | Debarred. |
|-------------------|---------------------|-----------|-----------|-----------|
| Vancouver— | | | | |
| Chinese..... | 66 | 87 | 87 | ..... |
| Japanese..... | 526 | 154 | 91 | 51 |
| Hindoos..... | 1,669 | 468 | 382 | 79 |
| | 2,201 | 709 | 560 | 130 |
| Victoria— | | | | |
| Chinese..... | 22 | 98 | 97 | 1 |
| Japanese..... | 2,656 | 1,386 | 1,333 | 49 |
| Hindoos..... | 508 | 40 | ..... | 40 |
| | 3,186 | 1,524 | 1,430 | 99 |

The number 88 represents the number of Chinese arriving in Canada for the first time via Pacific ports, and who either paid the \$500 tax or were exempt under the Act, but each year a considerable number of Chinese resident in Canada visit China on permits, and on their return to Canada may require treatment or even deportation. At Victoria it appears 1 in 2 was detained and 1 in 35 debarred, and at Vancouver 1 in 3 was detained and 1 in 17 debarred.

In the above table, the number of Chinese detained is larger than the total Chinese immigration, this is explained by the fact that many of the Chinese detained were in Canada before, hence are termed returned Canadians.

The foot note explains regarding the Chinese detained and debarred, while the fact that 1 in every 2 Japanese was detained at Victoria and 1 in 54 deported, and at Vancouver 1 in 3 detained and 1 in 10 deported indicates not more the exactness of inspection than the need for every precaution being taken to prevent the entry of what evidently is on the whole an inferior type of immigrant. As many of those landing at Victoria have the United States as their final destination, it is possible that some greater precautions are taken that trachoma cases as such do not embark, since they are examined at Hong Kong by United States medical officers, and the fact that so many are detained at the ports indicates the tendency before commented upon to the development of ophthalmia during the long sea voyage, owing often to overcrowding and exposure to foul and infected air in the holds of the ships, to common washing utensils and infected towels.

THE IMMIGRANT HOSPITALS.

This term has been a common one at the several seaports, but the hospital idea has so completely replaced that of detention that the expression immigrant hospital more

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properly indicates their character. The establishment of these under departmental control began at Quebec in 1904, and was followed in November, 1904, by one at St. John; in March, 1905, by those at Halifax and Montreal, and in April, 1906, by that at Vancouver; while private boarding houses have been utilized for the time at Victoria, until the new building now under construction is completed. What has been the extent of the work done in them is illustrated by the following table:—

TABLE VII.

STATEMENT giving the diseases and other causes for which immigrants were detained at the ports of entry, Quebec, Montreal, Halifax, St. John, Victoria, Vancouver and New York during the Fiscal Year 1906-7 (9 months).

| Class of Disease. | Cause of Detention. | Number Detained. | Number Released. | Number Departed. | Still in Hospital. |
|-------------------------|-----------------------|------------------|------------------|------------------|--------------------|
| I. Contagious diseases. | Chicken pox | 1 | 1 | | |
| | Typhoid fever | 1 | 1 | (1 died) | |
| | Mumps | 1 | 1 | | |
| | Measles | 4 | 4 | | |
| | Totals | 7 | 7 | | |
| II. General diseases. | Lupus | 3 | | 3 | |
| | Tuberculosis | 12 | 5 | 6 | 1 |
| | Alcoholism | 1 | 1 | | |
| | Delirium tremens | 3 | | 3 | |
| | Rheumatism | 2 | 1 | 1 | |
| | Malarial fever | 1 | | | 1 |
| | Fever | 3 | 3 | | |
| Totals | 25 | 10 | 13 | 2 | |
| III. The eye | Trachoma | 991 | 766 | 176 | 49 |
| | Conjunctivitis | 1,793 | 1,756 | 10 | 27 |
| | Clear of eye | 1 | 1 | | |
| | Cataract | 1 | | 1 | |
| | Ophthalmia neonatorum | 1 | 1 | | |
| | Blind | 3 | 2 | 1 | |
| | Partially blind | 12 | | 12 | |
| | Totals | 2,802 | 2,526 | 200 | 76 |
| IV. Nervous system | Spinal disease | 1 | | 1 | |
| | Paralysis | 7 | 5 | 2 | |
| | Convulsions | 3 | 3 | | |
| | Apoplexy | 1 | 1 | | |
| | Feeble minded | 8 | 4 | 4 | |
| | Melancholia | 1 | | 1 | |
| | Hysteria | 1 | 1 | | |
| | Insane | 15 | 13 | | 2 |
| | Epilepsy | 3 | | 3 | |
| | Pott's disease | 1 | | 1 | |
| Paralysis of leg | 1 | 1 | | | |
| Totals | 42 | 15 | 25 | 2 | |
| V. Circulatory System | Heart disease | 1 | | 1 | |
| VI. Respiratory system | Bronchitis | 4 | 4 | | |
| | Pneumonia | 1 | 1 | | |
| | Empyema | 1 | | 1 | |
| | Chronic pleurisy | 1 | | 1 | |
| Totals | 7 | 5 | 2 | | |

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| Class of Disease. | Cause of Detention. | Number Detained. | Number Released. | Number Deported. | Still in Hospital. |
|--|-------------------------------------|------------------|------------------|------------------|--------------------|
| VII. Digestive system..... | Hernia | 5 | 1 | 4 | ..... |
| VIII. Genito-urinary system..... | Syphilis..... | 2 | ..... | 2 | ..... |
| IX. The skin..... | Favus | 9 | 7 | 2 | ..... |
| | Alopecia | 2 | 2 | ..... | ..... |
| | Erysipelas | 1 | 1 | ..... | ..... |
| | Scabies | 1 | 1 | ..... | ..... |
| | Eczema | 1 | ..... | ..... | 1 |
| | Abscess on face..... | 1 | 1 | ..... | ..... |
| | Trichinosis (Ring Worm)..... | 3 | 2 | ..... | 1 |
| | Tubercular adenitis | 2 | ..... | 1 | 1 |
| | Totals | 20 | 14 | 3 | 3 |
| X. Locomotor system..... | Muscular atrophy..... | 1 | ..... | 1 | ..... |
| XI. Malformation — diseases of old age and infancy | Deaf | 3 | 3 | ..... | ..... |
| | Cripple | 1 | ..... | 1 | ..... |
| | Senility and debility | 20 | 13 | 4 | 3 |
| | Deaf and dumb..... | 6 | 1 | 5 | ..... |
| | Hunchback | 2 | 2 | ..... | ..... |
| | Lame | 1 | 1 | ..... | ..... |
| | Rickets | 1 | ..... | ..... | 1 |
| | Old age | 1 | 1 | ..... | ..... |
| Totals | 35 | 21 | 10 | 4 | |
| XII. Accidents | Sprained muscle of groin | 1 | 1 | ..... | ..... |
| | Lost fingers and toes..... | 1 | ..... | 1 | ..... |
| Totals | 2 | 1 | 1 | ..... |  |
| XIII. Ill-defined causes..... | Poor physique..... | 7 | 4 | 3 | ..... |
| | Nervous disease..... | 2 | 1 | 1 | ..... |
| Totals | 9 | 5 | 4 | ..... |  |
| XIV. Other causes..... | Accompanying patients..... | 213 | (1 died) 190 | 19 | 4 |
| | Likely to become a public charge .. | 159 | 69 | 90 | ..... |
| | Criminals | 11 | 2 | 9 | ..... |
| | Traumatic lameness..... | 1 | 1 | ..... | ..... |
| | For safe-keeping..... | 4 | 4 | ..... | ..... |
| | Suspected immoral..... | 4 | 4 | ..... | ..... |
| | Stowaway | 18 | 11 | 7 | ..... |
| | Prostitute | 8 | ..... | 8 | ..... |
| | Ran away from wife..... | 1 | ..... | 1 | ..... |
| | " " father | 2 | ..... | 2 | ..... |
| | Eloped..... | 2 | ..... | 2 | ..... |
| | Held for bond..... | 1 | 1 | ..... | ..... |
| | For further observation | 8 | 8 | ..... | ..... |
| | Waiting for tickets | 3 | 3 | ..... | ..... |
| | " " situation..... | 94 | 94 | ..... | ..... |
| | To observe mental condition..... | 1 | 1 | ..... | ..... |
| | Pediculosis | 1 | 1 | ..... | ..... |
| | To observe eyes..... | 16 | 16 | ..... | ..... |
| | Bad character | 30 | 1 | 29 | ..... |
| | Artificial foot | 1 | 1 | ..... | ..... |
| | Opium fiend..... | 3 | ..... | 3 | ..... |
| | Procurer..... | 1 | | 1 | |
| Degenerate..... | 3 | | 3 | | |
| Totals | 585 | 407 | 174 | 4 | |
| Grand totals..... | 3,543 | 3,012 | 440 | 91 | |
| | | (4 died) | | | |

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Reference to the reports of the United States Immigration Service will show that the practice in our hospitals varies somewhat from that in the United States hospitals. The Canadian Act provides conditionally that otherwise desirable immigrants suffering from some curable disease may be detained for treatment. The Act of the United States not only excludes persons suffering from loathsome or contagious diseases of a chronic type, but further levies a fine upon the vessel carrying them, if there is reasonable ground to suppose the disease could have been detected before embarkation. However, contagions contracted on shipboard and individuals suffering from some malady and who are related directly to some person already admitted, and who has applied for citizenship are landed for treatment and examination, and if it is determined that the disorder is easily curable, are admitted for treatment. However, in all their main features the two Acts are the same as regards dealing with disease.

'No immigrant shall be permitted to land in Canada who is feeble-minded, an idiot or an epileptic, or who is insane or has had an attack of insanity within four years' is the wording of section 26 of the Canadian Act of 1906, and its words are almost duplicated in the United States Act. Greater flexibility exists in the second portion of the same clause which excludes 'all deaf and dumb or dumb or blind or infirm unless accompanied by friends' or coming to friends who are willing or able to be responsible for their maintenance. It naturally results from these clauses that a notable number are yearly debarred, but who for sometimes considerable periods are detained in hospitals in the absence of other convenient place. The hospitals have also been the temporary place of detention of persons about to be deported from even other causes than disease.

As compared with 1905-6 and its 3,570 detentions, there were detained 3,543 during the nine months of the present fiscal year, so that for a full year the number would be notably above that of the previous year. Thus unequal detentions at different ports have been already adverted to.

Turning to the causes for which immigrants were detained, it is pleasing to note the very remarkable freedom from any acute or contagious disease which might have broken out during detention at the hospitals. In all there were only 7 as compared with 22 last year; there being 25 detentions of Class II, compared with 7 last year. Of these 3 were lupus or tubercular disease of the face, with 12 others, making in all 15 tubercular cases as compared with 4 last year. This is a matter of much importance as illustrating the increasing care being taken to prevent the introduction into Canada of further cases of this most serious disease.

Remembering that the immigrants are examined in groups often of 1,000 and over, and that as many as 7,000 have arrived in a single day, it will be understood that no attempt is made to make a clinical examination of persons who are not obviously in poor health. How a tuberculized person told to keep on deck in the fresh air, should with sunburning and an appearance of ruggedness be overlooked will readily be understood, when the medical statistics of sanatoria and hospitals for consumptives show that in a group of consumptives an average of 8 months have elapsed before tuberculosis is actually diagnosed in patients. That such an average length of time should be present in the class of persons who emigrated to Canada may well be expected from the following analysis of cases which became inmates of Muskoka or Toronto sanatorium under the management of the National Sanitarium Association, and which were made the occasion of a memorial of the Toronto and Montreal Boards of Trade to the government of Canada. It may be stated that the moment that the memorial of the Toronto Board of Trade appeared, I communicated with the medical officers in charge of those institutions in one case personally, and in the other by correspondence. After quoting from the memorial which states that 'of 243 patients in the Muskoka Sanatorium 83 were foreign born,' my letter says: 'I, therefore, shall take it as a favour if you will supply, as far as possible, details regarding the individuals treated, in order that the department may be in a position to follow up in the manifests containing all the immigrants, the ship-

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ping company which brought each patient, the port at which they arrived, the medical officer on duty and any other facts which may be of importance in the investigation.' In the case of the Toronto institution the medical officer wrote sending a list of 8 inmates who had been in Canada less than two years, and a month later the secretary of the association sent a tabulated statement giving a total of only 15 cases from both or all the institutions that could in any way be classed as recent immigrants. My report made regarding these cases says: 'An analysis of the 15 cases whether resident in the Muskoka Sanatorium or that at Toronto, gives no evidence in any case other than Nos. 4, 7, 10 that the individual was tuberculized at the time of admission to Canada, and evidently was not in such an advanced stage of the disease as could have been diagnosed in any way other than more than ordinarily close examination. Though there is no evidence on the point, it is probable that number 3 was tuberculized on his arrival in Canada, as he seems to have been admitted shortly thereafter into the hospital. No. 7 came to her husband who had been some time in Canada; No. 10 came to her husband who had been in Canada some time, and who has regular employment, and has made a good home for his wife. This woman may have been slightly tuberculized on arrival, but certainly not to a degree that could have been readily diagnosed, since she came in May and in January is reported to be slightly diseased. Therefore, it appears that at most two of the list were sick enough to be possibly detected by the medical officer at the port of arrival, while of the total fifteen cases, six are reported to have come to the country in 1905, or some two years before their admission to the hospital.'

When, however, it is remembered that the annual death rate in urban populations in both Europe and America from tuberculosis varies from 1.5 to 2.5 per 1,000, it is not to be supposed 221,276 immigrants could, as they did, enter Canada in 1905-6 and 1906-7 from Europe without their quota of tuberculized persons. If to the 12 rejected at the seaports (3 in 1905-6 and 9 in 1906-7) on account of tuberculosis during this period are added the 8 deported in 1905-6 and the 15 in 1906-7, we have a total of 35 tuberculized persons, or actually .16 per 1,000 who were not admitted or were sent out of Canada, to which may further be added 1 who died in an immigrant hospital and was never admitted, and 5 who though diagnosed on arrival were allowed to go to their families who were found able and willing to care for them, and who had already become residents of Canada.

Class III. contains the principal number of cases detained, 2,802 being all diseases of the eye, of which 991 were trachoma, and of which nearly 18 per cent were deported. This disease always preceded by a conjunctivitis more or less acute has greatly decreased in prevalence at Atlantic seaports, in part probably from a lessened prevalence in the countries where the immigrants come from, and in part from the strict medical examination by port officers and those of the steamship companies at ports of embarkation. The larger number of cases during the present year occurred at the Pacific seaports.

Class IV. This class which includes all nervous diseases is marked by a very considerable increase for the nine months; there being 42 detentions as compared with 28 in the previous year. Remembering that there were but 90,008 immigrants inspected at the ports in the year as compared with 131,268 in 1905-6, it means that in the year almost 1 to 2,000 immigrants was detained on account of nervous disease, as compared with 1 in 4,688 in the previous year, and 13 insane were debarred that year as compared with 4 in the previous year.

Classes V. and VI. show remarkably few detentions, and the same may be said of Class VII. Diseases under Class VIII. are not liable to be diagnosed except when coming under Class IX. The cases under this latter class have been few and mostly are found to have been cured favus.

Class XI. naturally includes a very considerable number since in it are placed those who through hereditary or other early causes are defectives or who have become so through old age or through accident. Few of them ought to arrive at the seaports

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if proper inspection is carried out before embarkation, as the defects are mostly quite obvious; but it often becomes a delicate question to decide whether, in the instance of some natural defect, which has been overcome in part by education, as in the case of the dumb or maimed, the person has not been brought within the category of desirable immigrants; moreover, many come as children, members of a family able to support them, and whose general well-being indicates the absence of degeneracy, and signifies that the defective has suffered some congenital or other accidental injury. Of the 35 such detained 10 were debarred an entry.

Class XIV, which includes all others who were inmates of the hospitals is interesting as indicating the many questions which have to be considered in the inspection of immigrants. The children of persons detained on account of some member of a family being diseased, form a large number, there being 213 detentions. The 159 detained as likely to become a public charge are very frequently medical cases, since their physical and mental ability is largely a determining factor. Of 159 detained 90 were rejected. Criminals frequently come under the same category and often as physical and mental degenerates have developed the immoral traits which have placed them in the criminal class. They include here 11 criminals, 4 suspected immoral, 8 prostitutes, 30 of bad character, 1 procurer, 3 degenerates, 2 elopers. Altogether there were 585 in this class of whom 174 were debarred.

Selecting from Classes IV., XIII. and XIV. those cases in which the element of moral character largely enters, it is gratifying to think that including the insane and other nervous cases 176 cases were excluded from Canada during the past nine months, who if admitted would have added a very notable number to the permanent population of either our asylums, prisons or charitable institutions.

TABLE VIII.

STATEMENT showing total earnings, receipts and total expenses of daily maintenance of immigrant hospitals for Fiscal Year (9 months).

| Port. | Nine Months to March 31, 1907. | Days in Hospital. | Rate per Day. | Total Earnings. | Total Receipts. | Total Expenditure |
|-----------|--------------------------------|-------------------|---------------|-----------------|-----------------|-------------------|
| | | | Cents. | \$ cts. | \$ cts. | \$ cts. |
| Quebec | 1906-7 | 5,759 | 75 | 4,319 25 | | |
| " | 1906-7 | 3,087 | 50 | 1,543 50 | 5,407 38 | 12,580 97 |
| Halifax | 1906-7 | 3,902 | 75 | 2,926 50 | | |
| " | 1906-7 | 200 | 50 | 100 00 | 2,726 49 | 5,238 16 |
| St. John | 1906-7 | 1,052 | 75 | 789 00 | | |
| " | 1906-7 | 383 | 50 | 191 50 | 4,208 50 | 1,786 39 |
| Montreal | 1906-7 | 2,994 | 75 | 2,245 50 | | |
| " | 1906-7 | 674 | 75 | 505 50 | | |
| " | 1906-7 | 776 | 50 | 388 00 | 1,646 50 | 3,778 33 |
| Vancouver | 1906-7 | 7,897 | 75 | 5,922 75 | | |
| " | 1906-7 | 814 | 50 | 407 00 | 8,935 50 | 4,873 34 |
| Victoria | 1906-7 | 9,244 | 35 | 3,235 40 | 3,235 40 | 1,325 54 |
| Totals | | 36,782 | | 22,573 90 | 26,159 77 | 29,582 67 |

Of the earnings of the hospital at Montreal \$505.50 is charged against the department for maintenance of deports detained there awaiting sailings, and another amount chargeable against the New York Central Railway, which so far has paid no accounts. It will be noted that the amounts received at several hospitals are more than those earned. This is, of course, due to payments deferred by companies due from the previous year.

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TABLE IX.

STATEMENT showing the number, nationality and causes for which immigrants admitted to Canada were deported after admission to Canada during the Fiscal Year 1906-7 (9 months).

| Nationality. | Whence sent for Deportation. | Male. | Female. | Class of Disease. | Cause of Deportation. |
|------------------------------|------------------------------|-------|---------|---------------------|-----------------------------------|
| <i>Deported at St. John.</i> | | | | | |
| English. | Winnipeg | 2 | | General diseases | Tuberculosis. |
| " | Toronto | 1 | | " | " |
| Dane. | Winnipeg | 1 | | " | " |
| English. | " | 4 | | " | Rheumatism. |
| " | Toronto | 1 | | " | " |
| Irish. | Winnipeg | 1 | | " | " |
| English. | " | 2 | | Eye diseases | Failing eyesight. |
| " | " | 3 | | Nervous diseases | Insanity. |
| " | London | 2 | | " | " |
| " | Strathroy. | 1 | | " | " |
| " | Toronto | 2 | | " | " |
| " | Hamilton | 1 | | " | " |
| " | Montreal. | 1 | | " | " |
| " | Edmonton | 1 | | " | " |
| Welsh | Montreal. | 1 | | " | " |
| Irish. | Toronto | 1 | | " | " |
| Scotch. | " | 1 | | " | " |
| " | Winnipeg. | 1 | | " | " |
| Galician. | " | 1 | | " | " |
| English. | " | 2 | | " | Physically and mentally weak. |
| " | " | 1 | | " | Epilepsy. |
| " | " | 2 | | Circulatory system. | Heart disease. |
| " | " | 1 | | " | Empyema. |
| French | " | 1 | | " | Varicose veins. |
| English. | Cornwall | 1 | | The skin. | Ulcer on leg. |
| " | Winnipeg. | 1 | | Locomotor system. | Locomotor ataxia. |
| " | " | 2 | | Malformation, &c. | Deaf and dumb. |
| " | Toronto | 1 | | " | Twisted neck and head. |
| " | St. John | 1 | | " | Cripple. |
| " | Winnipeg. | 1 | | Old age | Old age. |
| " | " | 1 | | Ill-defined causes. | Physically unfit. |
| Scotch. | " | 1 | | " | " |
| English. | Toronto | 1 | | Accidents. | Lost eye and thumb, feeble. |
| " | Winnipeg. | 1 | | Other causes. | Accompanying patients. |
| " | London. | 1 | 5 | " | " |
| " | Toronto | 3 | 2 | " | " |
| Scotch. | " | 2 | | " | " |
| English. | Winnipeg. | 3 | 3 | " | Likely to become a public charge. |
| " | U. S. A. | 3 | | " | " |
| " | St. John. | 1 | 1 | " | " |
| Swede. | Winnipeg. | 2 | | " | " |
| English. | " | 2 | | " | Criminal. |
| " | Toronto | 1 | 1 | " | " |
| " | Montreal. | 1 | | " | " |
| " | Quebec | 1 | | " | " |
| Italian | " | 1 | | " | " |
| English. | " | 1 | | " | Pregnant. |
| " | Winnipeg. | 1 | 1 | " | Immoral. |
| Scotch | " | 1 | | " | Vicious tendencies. |
| <i>Deported at Montreal.</i> | | | | | |
| | Totals | 62 | 20 | | |
| English. | Winnipeg. | 4 | | General diseases | Tuberculosis. |
| " | Montreal. | 2 | 1 | " | " |
| " | Ottawa. | 1 | | " | " |
| Galician. | Winnipeg. | 1 | | " | " |
| Swede. | " | 1 | | " | " |
| U. S. Citizen | Montreal. | 1 | | " | " |
| English. | Winnipeg. | 5 | | " | Rheumatism. |
| Hebrew, N.E.S. | " | 1 | | " | " |
| French | " | 1 | | " | " |
| Irish | Montreal. | 1 | | " | Alcoholism. |
| " | Ottawa. | 1 | | " | " |

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| Nationality. | Whence sent for Deportation. | Male. | Female. | Class of Disease. | Cause of Deportation. |
|------------------------------|------------------------------|-------|---------|------------------------|-----------------------------------|
| <i>Deported at Montreal—</i> | | | | | |
| <i>Con.</i> | | | | | |
| English. | Port Arthur. | 1 | | Eye diseases. | Failing eyesight. |
| " | Winnipeg. | 8 | 1 | Nervous diseases. | Insanity. |
| " | Kingston. | 1 | | " | " |
| " | Montreal. | 6 | 3 | " | " |
| " | Toronto. | 4 | 1 | " | " |
| " | Hamilton. | 2 | | " | " |
| " | Penetanguishene. | 1 | | " | " |
| Scotch. | Montreal. | 1 | | " | " |
| Irish. | " | 1 | 1 | " | " |
| " | Quebec. | 1 | | " | " |
| Hebrew, N.E.S. | Winnipeg. | 1 | | " | " |
| Galician. | Halifax. | | 1 | " | " |
| U. S. Citizen. | New Westminster. | 3 | | " | " |
| " | Montreal. | 1 | | " | " |
| Swede. | Toronto. | 1 | | " | " |
| Galician. | Bracebridge. | 1 | | " | " |
| Scotch. | Montreal. | 1 | | " | " |
| English. | Winnipeg. | 1 | | " | " |
| " | Hamilton. | 1 | | " | Epilepsy. |
| " | Winnipeg. | 1 | | " | " |
| " | Cobourg. | | 1 | " | Physically and mentally weak. |
| " | Winnipeg. | 1 | | Circulatory system. | Varicose veins. |
| " | Montreal. | 1 | | Digestive system. | Chronic dysentery. |
| " | Winnipeg. | 1 | | Genito-urinary system. | Diabetes. |
| " | " | 1 | | " | Bright's disease. |
| " | " | | 1 | The skin. | Ulcer. |
| " | Montreal. | | 1 | " | Abscess. |
| " | " | 1 | | Malformation, &c. | Cripple. |
| Welsh. | " | 1 | | " | " |
| Russian Hebrew. | Winnipeg. | | 1 | Old age. | Old age. |
| Hungarian, N.E.S. | " | 1 | | Malformation. | Cripple. |
| English. | Cornwall. | 1 | | Accidents. | Frost bites. |
| " | Ottawa. | 1 | | " | Lead poison. |
| " | Winnipeg. | 6 | 4 | Other causes. | Accompanying patients. |
| " | Montreal. | 1 | | " | " |
| " | Ottawa. | 3 | 6 | " | " |
| Scotch. | Montreal. | | 1 | " | " |
| English. | Ottawa. | 1 | 1 | " | Likely to become a public charge. |
| " | Winnipeg. | 2 | | " | " |
| " | Toronto. | 2 | 3 | " | " |
| Scotch. | Goderich. | 1 | | " | " |
| English. | Lachute. | | 1 | " | Pregnancy. |
| " | Montreal. | 1 | 1 | " | Criminal. |
| <i>Deported at Quebec.</i> | | | | | |
| Totals. | | 82 | 29 | | |
| Irish. | Quebec. | | 1 | Nervous system. | Insane. |
| English. | Stanstead. | | 1 | Other causes. | Pregnancy. |
| <i>Deported at Halifax.</i> | | | | | |
| Totals. | | | 2 | | |
| English. | Toronto. | 1 | | Nervous disease. | Insane. |
| " | Penetanguishene. | 1 | | " | " |
| " | New Westminster. | | 1 | " | " |
| Scotch. | Toronto. | 1 | | " | " |
| " | " | | 1 | Other causes. | Bad character. |
| Finn. | Halifax. | | 1 | " | Pregnancy. |
| Totals. | | 3 | 3 | | |
| Grand totals. | | 147 | 54 | | |

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This Table IX. shows the fate, so to speak, of the unfortunates in the great stream of favoured people who have found their way to a new home in Canada. In all 201 have been sent out of Canada for some cause, of whom 157 were English, 8 Irish, 12 Scotch, and of the others Galicians 4, French 2, Swedish 4, Italian 1, from the United States 5, Hebrew 3, Hungarian 1, Finnish 1, Danish 1, and Welsh 2.

Out of the 201 only 66 arrived during the nine months ending March 31, 1907, and of this number 51 were English, 6 Scotch, 5 Irish and 1 each of Welsh, Finnish, French and Swedish.

By sending copies of the amended Immigration Act to all asylums and other public institutions, as prisons and charitab'le institutions, and a circular letter requesting them to communicate to the Minister of the Interior the facts regarding any inmates who were recent immigrants, it has been possible to return to their homes a considerable number who had become public charges in some institution, whether insane, criminal or charitable. The distribution of these by provinces and by years of admission to Canada is neatly shown in the following table:—

TABLE X.

STATEMENT showing the number and year of admission to Canada of insane and other persons deported from Canada in 1906-7.

| Province. | Year of arrival. | | | | | Date unknown. | Total No. Deported. | No. of insane Deported. |
|------------------------|------------------|-------|-------|-------|-------|---------------|---------------------|-------------------------|
| | 1903. | 1904. | 1905. | 1906. | 1907. | | | |
| Lower Provinces..... | | | | 3 | 2 | | 5 | 1 |
| Quebec..... | 2 | | 4 | 30 | 1 | | 37 | 18 |
| Ontario..... | 1 | | 21 | 43 | 2 | | 67 | 22 |
| Manitoba..... | | 2 | 5 | 77 | | | 84 | 16 |
| Alberta..... | | | 1 | | | | 1 | 1 |
| British Columbia..... | | | | 2 | | 2 | 4 | 4 |
| U.S.A. via Canada..... | | | | 3 | | | 3 | |
| Totals..... | 3 | 2 | 31 | 158 | 5 | 2 | 201 | 62 |

In the instance of insane and tuberculized persons deported every care is taken that these are not only cared for *en route*, but further that they are met by a Canadian officer on their arrival at the foreign port and transferred to their friends or to some institution with which arrangements have been made for their reception. It has further been found especially in the case of the tuberculized that the relatives in Britain are willing and at times anxious to have their friends returned, so that perhaps the word returned applied to them appears better than deported in such instances. The chief point is that the care and maintenance of these people is placed where it properly belongs, in the same manner as the poor law guardians of a district in England must be responsible for the care of their own poor, and not unload them upon another municipality.

It will have been noted in the previous table that the Scandinavian people stood high in the number of deportations, and the following table giving the total deportations for three years shows that it is not an accident of the present year:—

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TABLE XI.

STATEMENT showing the number and nationality of immigrants deported after admission to Canada during the three Fiscal Years 1904-5-6-7.

| Nationality. | Total No. Arriving. | Deported. | Ratio of Deported to Number arriving. |
|---------------------|---------------------|-----------|---------------------------------------|
| Icelander | 627 | 5 | 1 in 125 |
| Danes | 1,232 | 6 | 1 in 205 |
| Welsh | 2,069 | 6 | 1 in 345 |
| English | 155,138 | 313 | 1 in 496 |
| Swedes | 4,726 | 9 | 1 in 525 |
| Norwegian | 3,688 | 7 | 1 in 527 |
| Poles, N. E. S. | 546 | 1 | 1 in 546 |
| Hebrew, N. E. S. | 2,275 | 4 | 1 in 569 |
| Finn | 3,475 | 4 | 1 in 869 |
| Irish | 12,420 | 13 | 1 in 955 |
| Dutch | 1,064 | 1 | 1 in 1,064 |
| Hungarian, N. E. S. | 2,219 | 2 | 1 in 1,109 |
| French | 4,705 | 4 | 1 in 1,176 |
| Galician | 14,234 | 10 | 1 in 1,423 |
| Newfoundlander | 1,559 | 1 | 1 in 1,559 |
| Scotch | 38,319 | 23 | 1 in 1,666 |
| Russian, N. E. S. | 6,995 | 3 | 1 in 2,332 |
| Belgian | 2,552 | 1 | 1 in 2,552 |
| Austrian, N. E. S. | 2,723 | 1 | 1 in 2,723 |
| Russian Hebrew | 18,064 | 3 | 1 in 6,021 |
| German, N. E. S. | 6,338 | 1 | 1 in 6,338 |
| Italian | 16,546 | 1 | 1 in 16,546 |
| From United States | 136,319 | 5 | 1 in 27,263 |
| Totals | 437,833 | 424 | 1 in 1,033 |

While it is apparent that the number in some instances is too small to draw conclusions from, yet, several nationalities show continued freedom from deported cases. For instance only 1 Italian was deported this year as a criminal, and none in either previous year, although there were 16,546 Italian immigrants in the three years. Evidently they are remarkably free from insanity and tuberculosis, and in the latter cases this may be due to their outdoor life in sunny Italy. While the people of the United States stand first in the list as regards freedom from deportation, it will be understood that their being mostly agriculturists in the Northwest, and having resources will prevent their defectives from becoming, to a large extent, a burden upon the public. It is probable too that the remarkable interest and care taken by the Russian Hebrews for their own people is an explanation in part of the few deported; but it is probable that the fear of a forced return to Russia is an impelling force preventing their sick from becoming dependent inmates of public institutions.

The points from which immigrants were returned, indicate how general is becoming the knowledge of the Act providing for their deportation. Thus 84 were sent from Winnipeg, 31 from Toronto, 30 from Montreal, 14 from Ottawa, 8 from London, 5 from Quebec, 4 from New Westminster, 4 from Hamilton, 3 each from St. John and from U.S.A. via Canada, 2 each from Penetanguishene, Halifax and Cornwall, 1 each from Stanstead, Lachute, Goderich, Strathroy, Edmonton, Port Arthur, Kingston, Bracebridge and Cobourg.

One of the satisfactory features of this extended work of inspection, detention and deportation of immigrants, is the relatively small cost at which the service is carried on. Apart from the salaries of medical inspecting officers, at the ports, the hospital earnings fairly well maintain the hospital expenditure, although it is apparent that at the present rates charged the steamship companies, the fewer the

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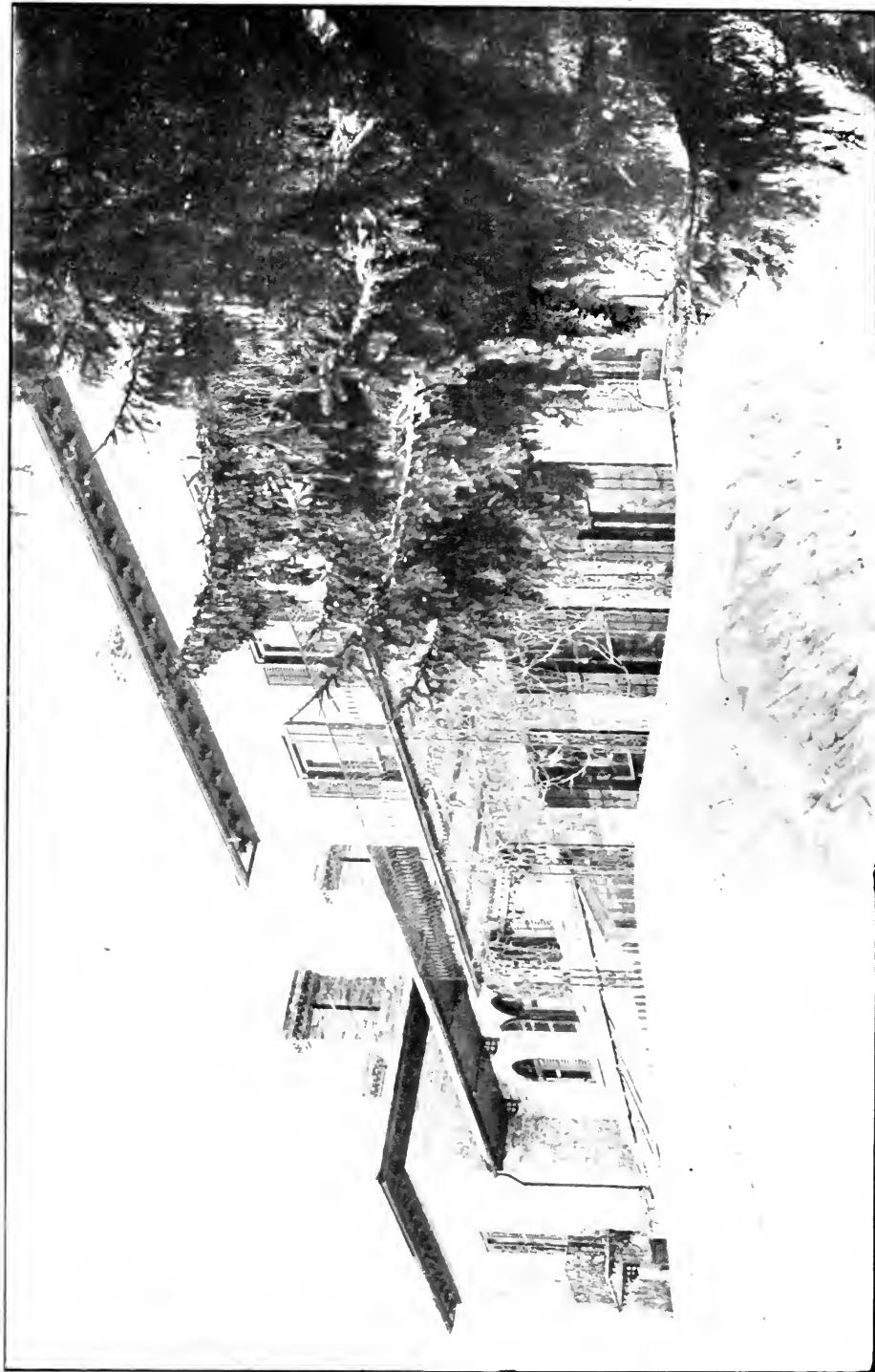
patients, the less funds will there be to maintain expenditures. It must, however, always mean an armed peace, since the more strict the examination, the fewer will be those embarking who are liable to exclusion, while laxity will always mean the coming of more undesirables. It is like all good preventive sanitary work, it is being best done when there is least for it to do.

Reviewing the work of medical inspection carried on in its varied divisions during the fiscal year, which for the nine months has had flowing into Canada the largest number of immigrants which has ever entered the country, one naturally attempts to estimate its effects upon the physical, mental and moral health of the Canadian people. It must be apparent from the illustrative tables that it is amongst the ruder classes of immigrants from the least advanced countries of Europe that we find the fewest cases of those constitutional diseases, which especially mark the peoples where life is strenuous because largely urban, though the former may be more liable to the acute contagions. So that in so far as such are industrious, and especially are agricultural, it would seem as if from the physical standpoint Canada is distinctly the gainer by their advent. Observing further the enormous influx of British, whether English, Scotch or Irish, inspecting them on arrival, whether as second-class or steerage, and noting moreover with constantly increasing strictness that each season is finding fewer to be detained, there seems but one conclusion to be arrived at, which is to the effect that whether compared with those entering the United States or those crossing into Great Britain from the continent, Canada is to-day absolved not only from the accusation that she is the recipient of undesirables not admissible elsewhere; but further that she is receiving and welcoming more largely than ever a population whether from Great Britain or the United States, who will mingle at once with our own people, adapt themselves to our employments, customs and laws, and who are being absorbed so rapidly into our several communities that a few years only will have passed, when as in the Northwestern States with their 60 per cent of a population alien either actually or by immediate descent, they will be known only by their industry, success and good citizenship, be amenable to the laws of the country, proud of her history and traditions and loyal, enthusiastic supporters of her institutions and labouring to realize to the fullest, the splendid promise of the country of their adoption.

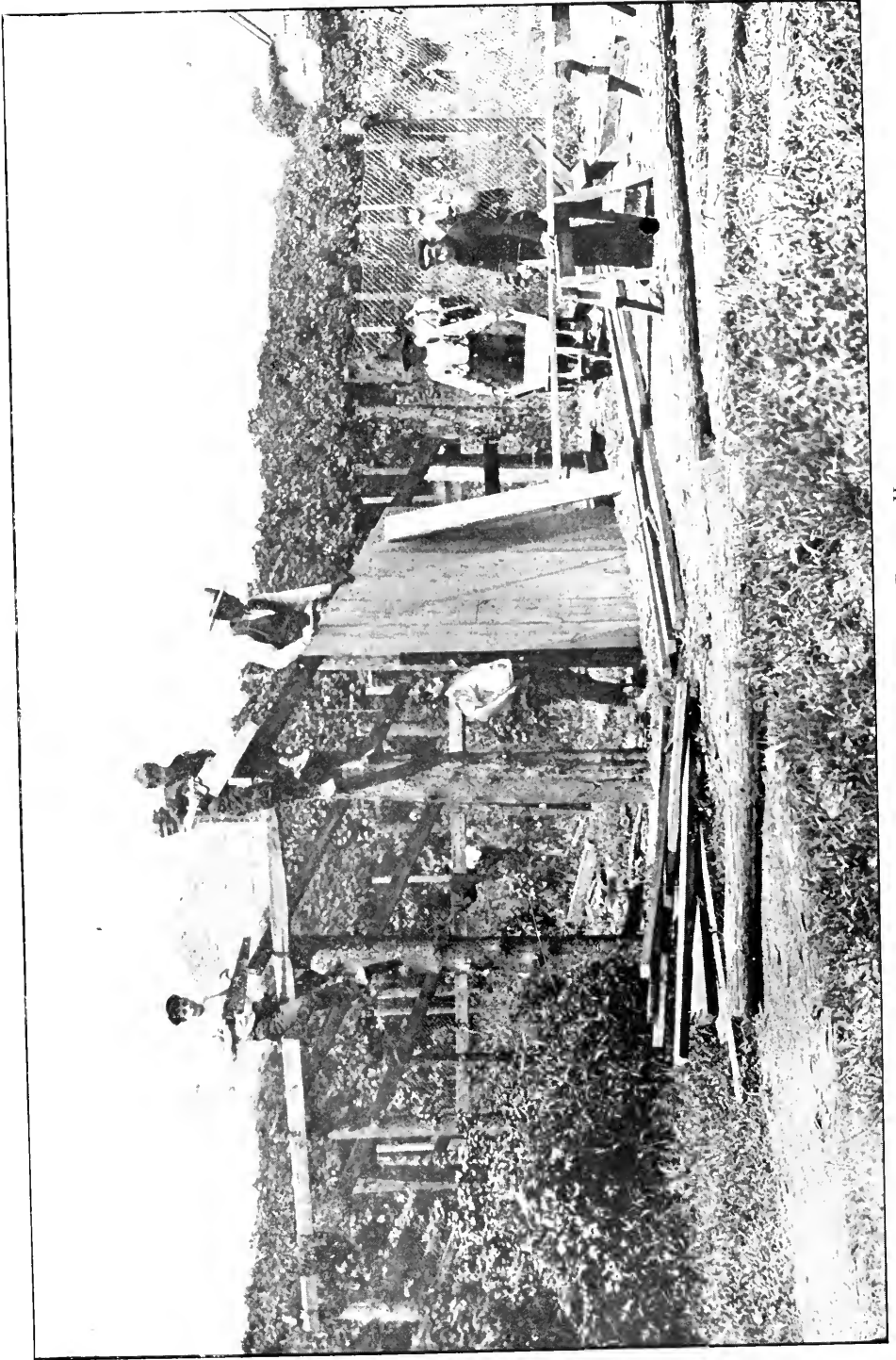
Respectfully submitted,

P. H. BRYCE,

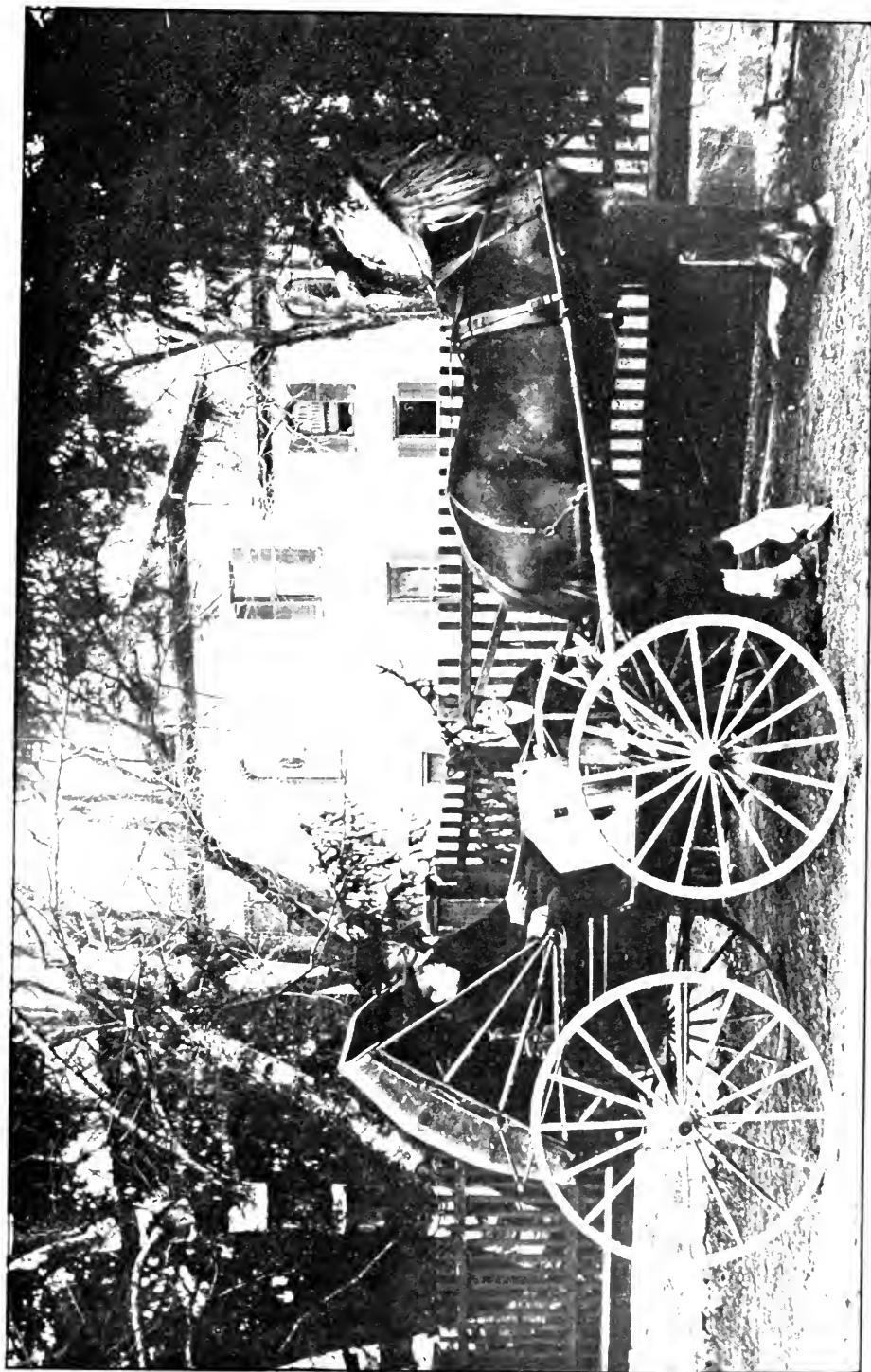
Chief Medical Officer.



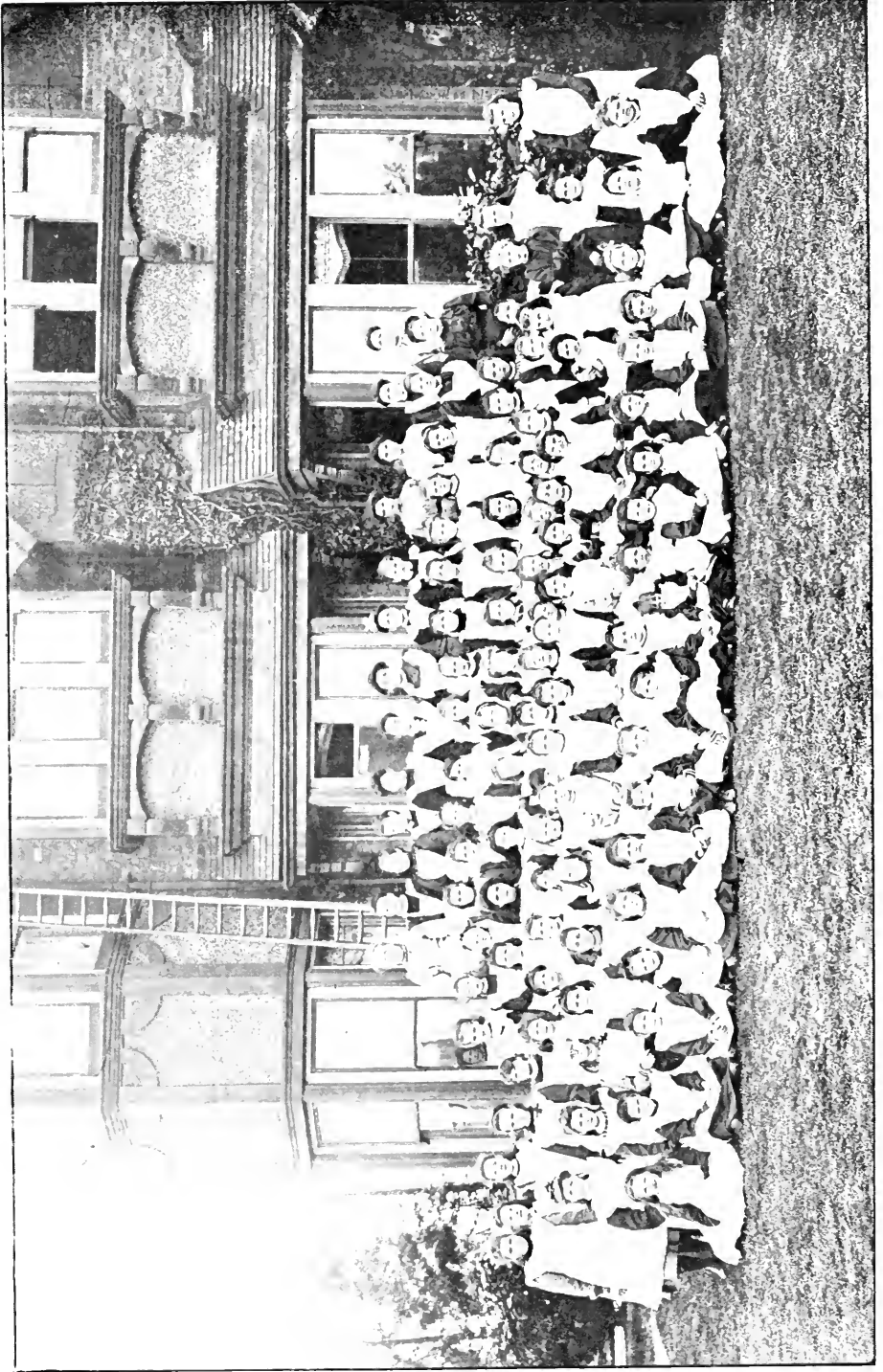
THE COOMBE, HESPELER, ONTARIO, MISS SWALEY'S CANADIAN HOME FOR IRISH CHILDREN.



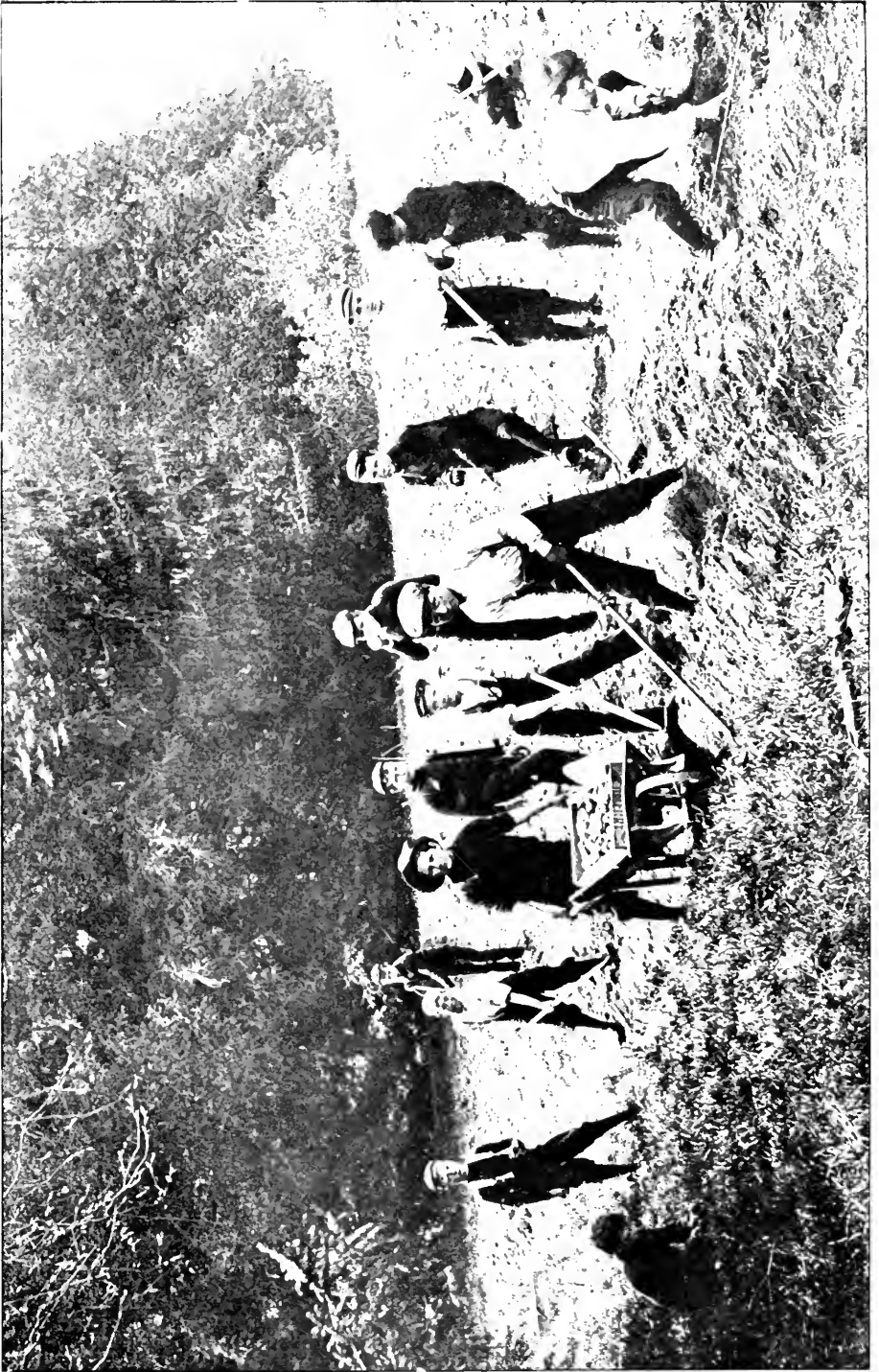
YOUNG BRITISHERS BUILDING A POULTRY HOUSE.



LEAVING FOR HIS NEW HOME.



A GROUP OF GIRLS, RECENTLY ARRIVED IN CANADA FROM DR. BARNARD'S ENGLISH HOMES.



PLANTING POTATOES. IRISH LABS IN THEIR FIRST EXPERIENCE OF FARM LIFE.

PART III

SURVEYS

SURVEYS

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,

TOPOGRAPHICAL SURVEYS BRANCH,

OTTAWA, September 16, 1907.

The Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report on the operations of the Topographical Surveys Branch for last year.

Heretofore the annual report has been for the fiscal year which ended June 30. Owing to the fact that June 30 came in the middle of the surveying season and the consequent difficulty of estimating the surveys made to that date, it has been the practice to make the statement and estimates of surveys in the field for the calendar year. Now that the end of the fiscal year has been changed to March 31, the fiscal year and the surveying season correspond fairly well, and it will be possible in future to have all statements for the fiscal year. In order, however, to bring this report to date, it is being made to cover the surveys for fifteen months, from January 1, 1906, to March 31, 1907.

SURVEYS FOR THE FIFTEEN MONTHS ENDING MARCH 31, 1907.

During this period, one hundred and forty-nine whole townships and eleven fractional townships were completely subdivided, while one hundred and forty-two townships were partially subdivided. Also, twenty-nine whole townships and one fractional township were completely re-surveyed while one hundred and twenty-three townships were partially re-surveyed. Sixty-four survey parties were employed, fifty-five being engaged on township surveys and nine on other surveys. Of the parties organized, thirty-five were paid by the day and twenty-nine were working under contract. Four of the parties under daily pay were located in Manitoba, eight in Saskatchewan, eight in Alberta, five in British Columbia, one in the Northwest Territories, and nine were part of the time in one province and part in another. Six contractors were located in Manitoba, seven in Saskatchewan, thirteen in Alberta, one in British Columbia and two part of the time in one province and part in another.

The contract surveys were inspected by Messrs. Geo. McMillan, P. R. A. Belanger, G. J. Lonergan, L. E. Fontaine, G. A. Grover and E. W. Hubbell, but with the exception of Mr. McMillan, their time was not entirely occupied with this work. The number of contracts examined was twenty-four.

TOWNSHIP SURVEYS.

The reports of the surveyors in charge of parties are given as appendices 13 to 45 inclusive; a perusal of these reports shows many instances of hard work and devotion to duty.

An illustration of what surveyors may have to contend with is afforded by the experience of Mr. J. N. Wallace, who established the fourteenth base line from the third to the second meridian, and the latter meridian northerly to the Saskatchewan river. The need of this survey was imperative: it was expected to prove a difficult undertaking, but the necessity of completing it had been impressed upon Mr. Wallace. Starting from Prince Albert in the latter part of May, difficulties at the beginning were only those usually met with in a bush survey, but after crossing the Saskatchewan, some of the endless muskegs of that northern country were encountered, and

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then the troubles of the party commenced. Mr. Wallace tried to find a way around, but there was none round these muskegs, and he had to go right through. After floundering nearly three months, in the fall of the year, through these half frozen swamps, he found himself, towards the end of December, at the foot of the Pasquia mountains, a rough stretch of country rising 1,400 feet above Carrot river. Five of his horses were dead, the remainder were rapidly failing, and he was far from supplies. 'We had been,' he says, 'through some hard work in the muskegs, but the experience of getting the line over these hills, or rather mountains, put all else in the shade. Not only had we the deep snow and the rough country, but being on the northerly slope of the mountains, we were exposed to the bitter winds coming in over the vast open areas to the north, and were deprived by the slope of the small amount of warmth in the sun, as it seldom rose, so far as the valleys are concerned, until ten o'clock, and set about half-past one or two.' The survey was finally completed on March 12; its success was due not only to pluck and energy displayed by Mr. Wallace, but also to his excellent arrangements for feeding his pack train and provisioning his party. Incidentally he discusses transportation by dogs and by pack horses, and he indicates the considerations which must guide a surveyor in adopting one or the other mode of transportation.

Another notable example of devotion to duty is furnished by Mr. A. W. Johnson, who is in charge of the surveys in the western half of the British Columbia railway belt. For the last three years, a considerable part of his time has been spent in marking upon the ground the limit of the belt. This line was laid down on the maps at a fixed distance of twenty-four miles from the railway, and as may well be imagined, it goes over some of the wildest parts of the mountains. The survey of such a line requires steady nerves and continuous hard work. Such luxuries as tents are not to be thought of, and the bill of fare must be reduced to bare necessities. The men take with them only what they can carry on their backs, and the heaviest load is for the surveyor. 'I cannot,' Mr. Johnson says, 'spend months grading trails up one mountain as they do on the international boundary south of Chilliwack, to save themselves the trouble of packing on their backs. People often say to me: 'Why do you pack on your back?' I have found that unless I do so, and lead when difficult, dangerous, or dirty work is to be done, the men will not do it either, or if they do, only in a slipshod, half-hearted way.'

Many other instances might be cited showing that the services of surveyors, as a class, deserve hearty appreciation.

The parties were distributed from the eastern boundary of Manitoba to the Pacific coast.

Mr. C. F. Aylsworth, D.L.S., who was making surveys and re-surveys in eastern Manitoba, speaks of the industrial possibilities of Beausejour. He reports that the peculiar quality of the sand in that district is especially adapted for the manufacture of glass. A company of Germans has been formed and a factory has been erected in a place convenient to the sand, which is found in unlimited quantities. Cement blocks and steam-dried white bricks are also manufactured there, and all three industries promise well.

Mr. Wm. Christie, D.L.S., was employed on re-survey work in eastern Manitoba, and Mr. W. J. Deans, D.L.S., on similar work as well as on some new surveys in the provinces of Manitoba and Saskatchewan.

Mr. Geo. A. Grover, D.L.S., was at work in Manitoba on re-surveys and the inspection of surveys made under contract. For some years Teulon has been the end of the Stonewall branch of the Canadian Pacific Railway, but this year the company is extending the line farther north, intending, Mr. Grover believes, to run eventually to Icelandic river on lake Winnipeg. This should prove a profitable line, for though the country is at present largely broken by marshes and swamps, these should gradually diminish with deforestation, and the soil in nearly all parts is excellent. This locality would seem to be well adapted for mixed farming and dairying, and the proximity of

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the great and rapidly growing market of Winnipeg would assure the settler good prices for his produce. The Canadian Northern Railway company also intends to extend its line along the shores of lake Manitoba from Oak Point. This also should prove a valuable extension, but there is a wide stretch between lakes Manitoba and Winnipeg that neither road seems desirous of entering, though the reason is not apparent, for it is a fertile country and fairly well settled, particularly when its distance from the railway and the difficulty of road travel are considered. Moreover, this should be a cheap country to build a railway through, there being no great engineering difficulties to overcome.

Oak Point is situated in a park-like piece of country, with oak clumps and prairie alternating, which faces on lake Manitoba. It has great natural beauty and Mr. Grover believes it is soon to be made into a summer resort. This neighbourhood has been settled for some time and the farmers all seem to be doing well. Cream is shipped to Winnipeg in large quantities, which will doubtless increase when better facilities for handling are provided.

Mr. David Beatty, D.L.S., made some correction surveys north of Prince Albert and east of Battleford.

Mr. E. W. Hubbell, D.L.S., was employed on re-survey work and inspection of surveys made under contract. Speaking generally of that portion of the province of Saskatchewan extending from Prince Albert in the north to Willow Bunch in the south, and from Milford in the east to Swift Current in the west, it may be said that of the thirty thousand square miles, twenty-five thousand are excellent agricultural land. It is being rapidly settled by a superior class of immigrants, many of whom may be designated as Canadian-Americans, men born in Canada, who emigrated to the United States, lived there many years, married, became possessed of property, and who now being persuaded that they can better their condition, have sold out and have taken up homesteads in the Canadian west. Mr. Hubbell estimates that, in the above mentioned district, for every square mile now under cultivation there are two hundred square miles of virgin soil.

Mr. W. R. Reilly, D.L.S., was employed on re-survey work in the province of Saskatchewan.

Mr. A. H. Hawkins, D.L.S., was engaged on surveys and re-surveys in the southern part of Saskatchewan and Alberta. On the way to make an examination of the third correction line he passed through Stirling and Lethbridge. Stirling is the centre of a new Mormon settlement and seems to be in a thriving condition. A large beet-root sugar factory at Raymond, some six miles west of Stirling, has created a very profitable industry. Irrigation schemes are being pushed in all directions, and the excellent produce of all kinds testifies to the fertility of the soil when properly watered. As one nears Lethbridge, several large irrigation canals are passed and the country assumes a still more settled aspect. Good buildings, larger stacks of grain and more fences mark the advance of civilization.

Similar surveys were made in central and southern Alberta by Mr. W. F. O'Hara, D.L.S.

Mr. A. W. Ponton, D.L.S., was employed during the early part of 1906 on block outline surveys in northern Alberta. Part of his work was in the vicinity of Lac la Biche. The country in this neighbourhood is generally wooded, poplar being found on the high land, and spruce in the swamps. The spruce timber available is sufficient to supply all lumber required for early settlement, but is too scattered for commercial purposes. A portable saw-mill would best meet local requirements. The soil is generally a good clay loam, becoming lighter and more of a sandy loam as the lake shore is approached. Lac la Biche has all the requisites for a summer resort, plenty of fish and game and beautiful scenery.

Mr. H. W. Selby, D.L.S., was in the vicinity of Lesser Slave lake, northern Alberta. The country is well suited for agriculture, but until there is nearer railway

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communication there will be no great influx of settlers, as there is no outlet for their produce.

Mr. Arthur Saint Cyr, D.L.S., ran some block lines in the Peace River district. In the vicinity of Prairie River settlement the quality of the soil is all that can be desired, and this section bids fair to become one of the most prosperous in the country. At Smoky river there has been much damage done by fires.

The settlers at Peace River Crossing and at Bricks settlement are at a great disadvantage on account of the scarcity of roads to their hay meadows. Coal is found in many places and the climate is better than that of the country to the south.

Mr. R. W. Cautley, D.L.S., who was surveying block outlines in Alberta, speaks of the great activity of the Edmonton district in railway construction, building, farming and lumbering. This has caused an unlimited and consequently an unsatisfied demand for labour and horses which has raised the wages of one, and the price of the other. In the vicinity of the important and growing town of Athabaska Landing there are several scattered settlements, but there yet remains much land that is suitable for occupation, and there is no doubt that a larger number of settlers will come into this country during the next year or two, particularly as it is served by the best wagon road out of Edmonton and Fort Saskatchewan, namely, the Athabaska Landing trail.

In Southern Alberta Mr. A. L. MacLennan, D.L.S., was employed in making subdivision surveys and Mr. C. F. Miles, D.L.S., on survey and re-survey work. In the greater portion of the district traversed, that is, in the wooded country, there is an abundance of game. This wooded portion is the chief hunting grounds for the Stony Indians, who kill deer in great numbers. Unless some restrictions are imposed to stop this indiscriminate slaughter, deer in this district will soon be exterminated. Nearly all the streams are well stocked with fish, the principal varieties being mountain, speckled and bull trout and grayling. There are also plenty of mountain grouse and partridge, and in certain localities a few prairie chicken.

Mr. C. C. Fairchild, D.L.S., was also working in southern Alberta.

Mr. L. E. Fontaine, D.L.S., was employed in southern and central Alberta in making surveys and re-surveys and in inspecting contracts. During the season he travelled over that part of Alberta lying between townships 37 and 52 between the fourth and fifth meridians. Great changes, he notes, have taken place in that district since 1898. Then a farm house or a ranch would be found every thirty or forty miles, but now the traveller is never out of sight of one or the other, and instead of vast wildernesses, beautiful fields of waving grain are now to be seen in every direction.

Mr. L. T. Bray, D.L.S., was engaged in subdivision and re-survey work in southern Alberta.

Mr. G. J. Lonergan, D.L.S., was employed in central Alberta in re-survey work and in the inspection of surveys made under contract. Following the Victoria trail northeast from Fort Saskatchewan, the country passed through is all well settled. Mixed farming is successfully carried on, considerable attention being devoted to hog raising. There is a splendid opening here for a large pork packing establishment. At present there is a small plant, but it is hopelessly inadequate. Contrary to the general idea, Stony plain is not a rough, rocky place. It is level, the soil is a rich sandy loam and it is known to grow the best No. 1 hard wheat in the Edmonton district. This plain was formerly part of the reservation for the Stony Indians, and hence its name. At St. Paul de Metis there is a Roman Catholic mission which was started eight years ago by the Rev. Father Therien. They have changed a scrub country into a profitable farm and beautiful garden, and have built a large church, a school and a convent. The mission has a steam thresher, a saw-mill, a shingle mill, a flour mill and a crusher, besides a full supply of farming machinery.

Mr. Jos. E. Ross, D.L.S., during the past season was making surveys in the railway belt, Kamloops district, British Columbia. Near Ashcroft the soil is of such an absorbent nature that irrigation has a tendency to cause slides. At Spatum the land

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is stony, hilly and broken, and fit only for grazing. Gypsum deposits occur here, and some development has been made. The valley of Incomappleux river is bounded by mountains on each side. This valley is fit for settlement, with plenty of timber on the higher grounds. Valuable minerals have been found high up in the mountains, but cannot be worked at a profit, owing to the high cost of transportation.

Mr. A. W. Johnson, D.L.S., was in the western portion of the railway belt in British Columbia. During the season he made a re-survey of the townsite of Hope. All that is needed to make this place a resort for tourists, is a railway, because a pleasanter spot for a summer holiday could scarcely be found. There is splendid trout fishing close to the village, mountain climbing and big game shooting for those who care to take the risk of climbing after goats, or the trouble of forcing their way through the thick brush to the high open slides which are the feeding grounds of bears. Another place that would make an ideal summer resort is Chilliwak lake. It would be easy to build a good wagon road up to the lake and then it could be reached in a day from the town of Chilliwak. The fishing is good, the scenery magnificent and there is nearly always a good sailing breeze.

MISCELLANEOUS SURVEYS.

Mr. J. F. Richard, D.L.S., surveyed settlements at Cumberland House, The Pas and Big Eddy on Saskatchewan river. Cumberland House, including the Indian reserve, has about 600 inhabitants, two-thirds at least of which are of Indian origin. The language generally spoken is Cree, although several of the half-breeds understand English, and a few of them understand French. A considerable trade in furs is carried on.

Big Eddy settlement is situated to the north of the Saskatchewan river on the rear line of The Pas Indian reserve. There is no cultivable land unless extensive draining operations are carried out, the country being a plain covered with moss from twelve to twenty-four inches deep. The population, including the Indians, numbers about 500; they profess the Anglican religion. A branch of the Canadian Northern railway running towards Hudson bay will probably reach The Pas during the course of the summer.

Mr. J. B. Saint Cyr, D.L.S., made a survey of the settlements in the neighbourhood of Fort Vermilion, on Peace river. Large tracts are well adapted for farming and ranching; grain paid very well during recent years, the Hudson's Bay company paying as much as one dollar and fifty cents a bushel for wheat. Extensive beds of limestone have been found, as well as large deposits of salt near Salt river. There is a seam of good soft coal at a place called 'The Cliff,' fifteen miles north of Peace River Landing; it is about three to five feet thick. Fish and game are found in abundance.

While making various miscellaneous surveys and supervising some of the arrangements for transport, &c., Mr. P. R. A. Belanger, D.L.S., in the course of the season travelled several hundred miles across the different provinces, and found everywhere an activity greater than at any time in the past. In the Edmonton district the country is filling up fast, although there is still a large quantity of desirable land ready for settlement. This district is an ideal country for farmers from Ontario and Quebec who cannot be content to settle in open country where wood is not found for miles around.

On his way from Kamsack to the Touchwood hills and Prince Albert, he passed through three Doukhobor villages, Veregin, Buchanan and a village situated about two miles west of Buchanan. The houses are in rows a few feet distant from one another, are built with great symmetry and have a very neat, clean appearance. The Doukhobors, he says, are a very moral, quiet and industrious people, and, notwithstanding their occasional foolish pilgrimages, are undoubtedly desirable settlers. They

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have already cultivated a large proportion of their land, and their crops rank among the best in the locality.

At a short distance north of Touchwood Hills post office, there is a small settlement named Wishart established several years ago on the western edge of Round plain. This is a very rich country, the farmers are all well off and they carry on mixed farming with great success. Mr. Belanger saw there some of the best wheat that was grown in the west last summer. The adjoining land, the Round plain, is, however, mostly vacant, although the land is much the same. This is because speculators have acquired it with scrip and are holding it at a high price.

Mr. R. C. Laurie, D.L.S., made a re-survey of the townsite of South Battleford.

Mr. J. A. Macdonell was engaged in an exploration survey for the purpose of selecting three and a half million acres, a grant to the Dominion government in that portion of the Peace River district of British Columbia lying east of the Rocky mountains and adjoining the province of Alberta.

Mr. J. A. Kirk, D.L.S., made some miscellaneous surveys along Blueberry creek, in the railway belt in British Columbia. The valley of Blueberry creek is of no apparent value except for its timber. The soil is not favourable for timber of large size, hence the large cedar is usually hollow, and large healthy trees of any kind are rare. Still the valley produces fair timber, which with proper protection will prove a valuable asset.

Mr. P. A. Carson, D.L.S., continued the triangulation of the railway belt in British Columbia, the main object of this work being to furnish points of reference for the extension of subdivision surveys at a distance from the railway.

Mr. Arthur O. Wheeler, topographer, extended his photo-topographical survey of the Yoho Park in the Rocky mountains. Altogether forty-seven ascents were made and eighty-nine camera stations occupied, from which four hundred and seventy-one plates were exposed. The districts round Mts. Douglas and Drummond furnish a paradise for botanists and those fond of camping amidst beautiful scenery. The locality may be said to be one of the most attractive of the Rocky mountains.

Irrigation surveys were continued under the direction of Mr. John Stewart, D.L.S., Commissioner of Irrigation, Calgary, Alberta.

EXPLORATION SURVEYS.

Four parties under Messrs. J. W. McLaggan, P. G. Stewart, A. D. Moodie and W. Thibaudeau, were detailed to explore the country along the route of the proposed branch of the Canadian Northern Railway between Erwood and Fort Churchill, on Hudson bay. This line is to pass through The Pas, the part between Erwood and The Pas being now under construction.

Mr. J. W. McLaggan examined the country between The Pas, Paint lake and Burntwood river.

Messrs. P. G. Stewart and A. D. Moodie explored between Erwood and The Pas, Mr. Stewart being allotted the western portion and Mr. Moodie the eastern portion of this tract of country, while Mr. W. Thibaudeau examined the country lying between Fort Churchill and The Pas.

The object of these surveys was to get a detailed description of the country as to its general character, the nature of the soil, its fitness for agriculture, the value, quantity and location of the timber, the mineral resources and the climate.

Mr. J. W. McLaggan reported on the district between The Pas, Paint lake and Burntwood river. This is a sportsman's paradise. During the trip, he saw ten moose, six bears, one deer, one timber wolf, over a dozen lynx, a number of mink and other fur-bearing animals and ducks and geese innumerable. There are spots of good farming land and there should be no difficulty in raising good crops of all the hardy grains and vegetables, but the difficulty would be to make roads from one place to another, as the country between the spots of good land is rough and rocky.

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The whole country from Grass river to Burntwood river, with the exception of small areas along the lakes and rivers, has been swept by fire. There is a growth of young timber coming up since the fire, which may be of value in time. As a mineral country there is a wide field for prospectors; Mr. McLaggan saw indications of gold, silver, iron and limestone. The preliminary survey of the railway to Hudson bay has already been made from The Pas to the southeast of Reed lake; he thinks that from there the railway should cross Grass river between Reed and Wekusko lakes, and continuing down the north side of Grass river and Setting lake, pass to the north of Paint lake. This route would take the railway through the part of the country where there would be the most traffic.

Mr. P. G. Stewart explored the region northwest of Etoimami and of the Hudson Bay branch of the Canadian Northern Railway to The Pas. All through, the country is well covered with timber of all kinds, but poplar and spruce are most plentiful. He estimates the amount of standing timber available in this tract at about 600,000,000 feet B.M. The country is much the same as that explored by Mr. J. W. McLaggan.

Mr. A. D. Moodie's exploration was along the right of way of the Canadian Northern Railway, between Erwood and The Pas. The part first examined was that section lying between Leaf lake on the east, and the Canadian Northern railway right of way on the west. The larger part of this section consists of messy muskegs sparsely dotted with spruce and tamarack scrub, and of gravel ridges, with spruce and small poplar; it is consequently unfit for agriculture. The poplar is mostly small, and is good only for pulpwood. Spruce suitable for lumbering is scattered. Moose, caribou, bears and smaller fur-bearing animals are abundant.

The general character of the country from the north end of Leaf lake to The Pas and as far as thirty miles east of the grade, which is already constructed to the latter point, is very similar to that of the section just described, except that the timber is of better quality and is more plentiful.

The country lying to the east and north of Little Pasquia river is composed entirely of muskeg with spruce and tamarack scrub. Its character can be judged from the fact that for days together the party was compelled to wade in water to the knees.

The population of The Pas is about five hundred, including Indians. Most of the inhabitants belong to the Church of England, which has a mission under the charge of Mr. Edwards. The village consists of a few half-breed houses, two stores and the mission.

The branch of the Canadian Northern railway to Hudson bay runs through a muskeg country nearly the whole way from Etoimami to The Pas, a distance of eighty-nine miles. The engineers discovered that the muskeg of this particular section rested on a solid foundation of limestone gravel at a depth of three to six feet below the surface, and they claim that once the muskeg is drained a good road-bed will be obtained.

Mr. W. Thibaudeau, C.E., explored the country lying between Fort Churchill, on Hudson bay, and The Pas, on Saskatchewan river.

Churchill harbour has an entrance 2,000 feet wide and vessels drawing thirty-six feet of water may approach to within 200 yards of the west shore, while vessels drawing twenty-four feet may approach to within 150 yards of the east shore. No great difficulty will be experienced in keeping the harbour clear of ice all the year round. Churchill harbour lies between two peninsulas. On the west peninsula, sandstone, limestone and white quartzite are found. On the east peninsula there are splendid building sites and plenty of good limestone for building purposes.

Fort Prince of Wales, at the west of the entrance to the harbour, was built in 1733. The walls are thirty-four feet thick and sixteen feet high. It was originally mounted with forty cannon.

The present Fort Churchill is situated on the western shore about five miles from the mouth of Churchill river. This is the headquarters of the Hudson's Bay Co.

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Timber for fuel is plentiful along the river. Salmon trout and whitefish are to be had at all seasons. Potatoes and vegetables are successfully grown, and good hay is to be had in abundance on both sides of the river. Game of all kinds is plentiful.

Between Churchill and North river the ridges are overgrown with small spruce and tamarack, but for the most part the country is level; it is covered with moss and small ponds and is constantly frozen up.

The same description applies to the land between Churchill and Owl rivers.

About one-third of the country from Churchill to The Pas is marsh. The higher lands are covered with spruce and tamarack, suitable only for fuel and pulpwood. No minerals of any kind are to be seen. Water-power is available from Deer, North, Churchill, Nelson, Burntwood and Grass rivers. Whitefish abound in all the lakes, and some trout, pike and sucker are occasionally to be had. Moose and caribou may be seen in fair numbers and also some rabbits, spruce grouse and ptarmigan. The total distance covered by Mr. Thibaudeau on his exploration was 690 miles.

The following is a comparison of the mileage surveyed since 1904:—

| | Fifteen months Jan. 1, 1906 to Mar. 31, 1907. | 1905. | 1904. |
|------------------------------|--|--------|--------|
| | Miles. | Miles. | Miles. |
| Township outlines..... | 1,306 | 1,591 | 1,285 |
| Section lines..... | 8,962 | 10,544 | 24,488 |
| Traverse..... | 1,848 | 1,809 | 4,441 |
| Re-survey..... | 4,948 | 2,579 | 7,699 |
| Total for season..... | 17,064 | 16,523 | 37,913 |
| Number of parties..... | 56 | 46 | 80 |
| Average miles per party..... | 305 | 359 | 474 |

The following table shows the mileage surveyed by the parties under daily pay and by the parties under contract:—

| Work of Parties Under Daily Pay. | Fifteen months, Jan. 1, 1906, to Mar. 31, 1907. | 1905. | 1904. |
|----------------------------------|---|--------|--------|
| | Miles. | Miles. | Miles. |
| Township outlines..... | 756 | 1,008 | 719 |
| Section lines..... | 1,035 | 939 | 235 |
| Traverse..... | 643 | 421 | 223 |
| Re-survey..... | 4,815 | 2,499 | 2,122 |
| Total for the season..... | 7,249 | 4,867 | 3,299 |
| Number of parties..... | 29 | 26 | 22 |
| Average miles per party..... | 250 | 187 | 150 |

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| Work of Parties Under Contract. | Fifteen months, Jan. 1, 1906, to Mar. 31, 1907. | 1905. | 1904. |
|---------------------------------|---|--------|--------|
| | Miles. | Miles. | Miles. |
| Township outlines..... | 559 | 583 | 596 |
| Section lines..... | 7,927 | 9,605 | 24,253 |
| Traverse..... | 1,205 | 1,388 | 4,218 |
| Re-survey..... | 133 | 80 | 2,809 |
| Total for the season..... | 9,815 | 11,656 | 31,846 |
| Number of parties..... | 27 | 29 | 57 |
| Average miles per party..... | 364 | 583 | 559 |

NOTE.—Owing to the nature of their work, the parties under Messrs. P. A. Carson, R. C. Laurie, J. A. Macdonell, J. W. McLaggan, A. D. Moodie, P. G. Stewart, W. Thibaudan, and A. O. Wheeler, are not included in the statement of mileage for the fifteen months from January 1, 1906, to March 31, 1907.

DESCRIPTION OF TOWNSHIPS.

Descriptions of the townships subdivided have been compiled from the surveyors' reports received during the nine months ending March 31, 1907; they are given as appendix No. 46. The townships are put in order of township, range and meridian, and the descriptions are preceded by a list of all townships described.

Until the year 1893 such descriptions were published from time to time in separate volumes, but these volumes are now out of print and, moreover, are out of date, the last fifteen or twenty years not being included. As many applications are made for such information, the need of revised editions of these descriptions is becoming urgent, and it is hoped that they may be prepared at an early date.

SURVEY OF BLOCK OUTLINES IN THE PEACE RIVER DISTRICT.

The Peace River district having attracted considerable attention during recent years, a short account, such as may properly come within the scope of this report, of the initial surveys within the district may be opportune. A brief description of the method adopted in locating an initial point, with a passing notice of the difficulties encountered in a new field and a statement of the accuracy of the work performed as proven by later surveys, is all that will be attempted. For a description of the country, its resources, its climate, the fertility of its soil and the beauty of its scenery, other sources of information must be consulted.

The position of the sixth initial meridian in longitude 115° affects directly the location of the 120th meridian of longitude, which in the vicinity of Peace river forms the boundary line between the provinces of Alberta and British Columbia. It is, therefore, important that the position occupied by the sixth initial meridian, as surveyed on the ground, be established beyond reasonable doubt. Recent base line surveys in that district show that the posts on this meridian are about sixteen chains too far south, and the whole line about five chains too near to the fifth meridian.

This difference arose in the traverse survey by which an initial point on the sixth meridian was first established, but was not discovered until the spring of 1905, when the survey of the nineteenth base line between the fifth and sixth meridians was completed, affording the first check on the position of the sixth meridian.

The inception of the regular surveys in the Peace River district goes back to 1882, when it was decided to establish some block outlines. For this purpose a portion of the sixth initial meridian had first to be located. The nearest Dominion land

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survey line, at that time, was the fifth meridian, which, during the season of 1882 had been produced north across Athabaska river to the north boundary of township 71. The position of the sixth meridian was established by a cross country traverse from a point on the fifth meridian near its intersection with Athabaska river.

Mr. Wm. T. Thompson, D.T.S., who was entrusted with this survey, left Edmonton with his party on September 22, 1882, travelling by pack trail towards Lesser Slave Lake settlement, until the Pembina river was reached. At this point two scows were constructed of spruce lumber made by whip-sawing the large timber found in the river valley. The outfit and supplies were conveyed in these scows down the Pembina and Athabaska rivers to the mouth of Lesser Slave river, and up this to the foot of the lake. Here a number of sets of observations for latitude by transits over the prime vertical were taken by Mr. Thompson while waiting for ice to form before proceeding with the survey.

Early in December the geodetic traverse was commenced from the foot of Lesser Slave lake and continued easterly through the most favourable country. The general course of the river was followed for a distance of thirty miles to the junction of Lesser Slave and Athabaska rivers, where a point was established to be connected later with the fifth meridian by Mr. W. Ogilvie, D.L.S., when his survey of that line should cross Athabaska river. This point was indicated by a blazed tree marked 'Station O.' The traverse line was then run westerly across the lake and continued through the most open country by way of Stinking lake to Smoky river, where further observations for latitude were made. Care was taken to keep the line as nearly as possible in an east and west direction and the alignment was checked by frequent observations for azimuth.

From the foot of Lesser Slave lake to this point all transportation was necessarily by means of dog trains furnished by the natives, who had a considerable settlement at the head of the lake. Spring overtook the party at the crossing of Smoky river, and the method of transporting supplies which had been of such service during the winter months had to be abandoned. The dog trains were sent back to the lake and pack horses procured for bringing in supplies and moving the outfit.

In the meantime Mr. Ogilvie had established a connection between the fifth meridian and the point previously marked at the mouth of Lesser Slave river by Mr. Thompson. This point was found to be 186.03 chains west and 55.08 chains north of the northeast corner of section 13 in township 71, range 1, west of the fifth meridian. On receipt of this information Mr. Thompson continued his traverse line westerly the required distance to reach the sixth meridian. The differences of latitude and longitude between the initial and terminal points of the traverse line were carefully computed by means of geodetic formulæ and the latitude checked by further observations of transits over the prime vertical. The mean of four nights' observations made the latitude of the terminal point nearly seven seconds less than the latitude computed from the data furnished by the traverse line. Owing to the proximity of Birch hills to the north and the valley of Smoky river to the south, the location was not considered favourable for the determination of the latitude, which might be affected by abnormal deviations of the plumb line. As cloudy weather prevented observations later at more favourable points on the production of the meridian northerly, only a slight correction was made to the computed latitude before permanently planting the posts on the meridian. Practically the meridian was established from the traverse alone, no use being made of the latitude observations.

It is to be regretted that Mr. Thompson was not favoured with better weather so that a number of observations could have been taken at points suited for the accurate determination of the latitude. A difference of 16 chains in the position of the posting on the meridian represents a difference of 10 seconds in latitude. With good weather and a favourable location it is practically certain that the surveyor, by exercising his usual precautions, would have very materially reduced this discrepancy. Even then, had he trusted his latitude observations, the error would have been re-

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duced to a little over five chains. The position in longitude of the meridian line checks fairly close with the measurements made on the different base lines which have since been completed between the fifth and sixth meridians. According to the twentieth base line, which for some distance passes through the same locality as the traverse line, the position of the sixth meridian differs from its theoretic location by only 1.69 chains. Such agreement reflects credit on the chain-bearers engaged on the traverse.

The linear measurements were made by means of a steel band tape; the observations for azimuth and latitude and the production of the line were effected with a six-inch transit theodolite. When it is remembered that the length of the steel band tape is affected directly by the temperature and varies from other causes, that the surface irregularities and unequal elevation of the country, as well as the personal errors of the chain-bearers are factors which affect the accuracy of the surveyor's measurements, but the value of which cannot be satisfactorily determined, the result, in respect to longitude, is very creditable.

During the progress of the survey Mr. Thompson's assistant made a micrometer survey of Lesser Slave river and lake, ascertaining also the leading features of the adjacent country.

The fifth and sixth meridians are now connected by five consecutive base lines, which taken together, furnish the best available evidence as to the position which the sixth initial meridian occupies with respect to the 115th meridian of longitude with which it theoretically should coincide. The sixteenth base line was run by R. W. Cautley, D.L.S., in the summer of 1904, and winter of 1905; the seventeenth was surveyed in three sections by A. Saint Cyr, D.L.S., in 1904, A. Driscoll, D.L.S., in 1905, and A. Saint Cyr, D.L.S., in 1906, respectively; the eighteenth was also surveyed in three sections by A. Saint Cyr, D.L.S., in 1904, J. N. Wallace, D.L.S., in 1905, and A. Saint Cyr, D.L.S., in 1906, respectively; the survey of the nineteenth was commenced by E. Bray, D.L.S., in 1904, and completed by A. Saint Cyr, D.L.S., in 1905, while the twentieth was run by H. W. Selby, D.L.S., in 1905, with the exception of the most westerly eleven miles, which had been previously surveyed by C. C. Fairchild, D.L.S.

The closings of the different base lines show the sixth meridian as located on the ground, to be somewhat east of its theoretic position, and the posting thereon to be too far south. The following table summarizes the evidence furnished by these lines:—

| Base line. | Mer. too far east. | Posting too far south. |
|------------|--------------------|------------------------|
| 16 th. | 8.78 chs. | 15.24 chs. |
| 17 " | 4.85 " | 17.00 " |
| 18 " | 7.14 " | 15.77 " |
| 19 " | 3.02 " | 18.44 " |
| 20 " | 1.69 " | 16.41 " |

A number of base lines have also been run west from the sixth meridian, two of which have been established as far as the boundary between Alberta and British Columbia. Various other outline surveys, as well, have been projected within the district, so that the way is now fairly prepared for the prosecution of subdivision work in any locality where such surveys may appear desirable.

It is the intention to move all the posts to correct latitude when the subdivision surveys are proceeded with.

A diagram showing the closings on the base lines between the fifth and sixth meridians accompanies this report.

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THE WESTERN BOUNDARY OF THE CANADIAN PACIFIC RAILWAY BELT IN BRITISH COLUMBIA.

The Settlement Act of 1883 described the Canadian Pacific Railway belt as follows:—

‘The public lands along the line of the railway before mentioned wherever it may be finally located to a width of twenty miles on each side of said line as provided in the order in council, section 11, admitting the province of British Columbia into confederation.’

In the Dominion order in council, approved on May 27, 1887, the western boundary of the belt is described as follows:—

‘Commencing at the intersection of the international boundary with the waters of Semiahmoo bay, a branch of Boundary bay, an arm of the Pacific ocean; thence westerly and northerly following the shore of said Semiahmoo bay and also of Mud bay, another branch of said Boundary bay, to the easterly limit of a road known as Mud Bay road; thence northerly following the said limit of said road to the southern bank of the Fraser river; thence northerly to the point where the easterly limit of the north road touches the north bank of the Fraser river; thence northerly following the said limit of said north road to the southerly shore of Burrard inlet; thence north-westerly to Pt. Roche, being a point where the westerly shore of the north arm of Burrard inlet joins the northerly shore of the main arm of Burrard inlet; thence northerly following the westerly shore of the said north arm of Burrard inlet to the most northerly part of the same; thence due north to the north boundary of township 7, range 7, west of the 7th initial meridian according to the Dominion Lands system of surveys adopted in the survey of the railway belt in British Columbia.’

By the order in council approved on March 29, 1895, an agreement was to be concluded with the government of the province of British Columbia. Clause 1 of said order reads as follows: ‘The province shall accept as the boundary of the railway belt the limits laid down and marked out by the Dominion order in council approved on May 27, 1887, and by the map attached thereto (a copy of which is hereto annexed), or the nearest township line to the boundary of the belt which would be found by actual admeasurement, as may be found by the Minister of the Interior most convenient.’

In the order in council of the British Columbia government, dated December 6, 1895, clause 1 reads as follows:—

‘The province shall accept as the boundary of the railway belt the limits laid down and marked out by the Dominion order in council, approved on May 27, 1887, and by the map attached thereto (a copy of which is annexed to the said report of the Privy Council approved by His Excellency on March 29, 1895), or the nearest section line to the boundary of the belt which would be found by actual measurement as may be found by the Minister of the Interior most convenient.’

In a letter dated June 23, 1896, the Deputy Commissioner of Lands and Works, Victoria, B.C., was notified by the Deputy Minister of the Interior that it had been decided to adopt for the boundary the nearest section line to the boundary of the belt which would be found by actual measurement, and diagrams showing the section line in question were inclosed.

Attention was drawn to the fact that the boundary shown upon the diagrams stops at the creek flowing from the north into the head of the north arm of Burrard inlet, leaving the western boundary of the belt undefined, therefore, it appeared that another notification to the provincial government under the provisions of the provincial order in council of December 6, 1895, would be necessary to fix the western boundary of the belt.

In a letter dated April 9, 1903, the Deputy Commissioner of Lands and Works, British Columbia, was asked if the province would agree to accept for the western boundary the line described in the order of His Excellency the Governor General in Council, of May 27, 1887, to which a reply was received as follows:—

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'In reply I beg to say that the boundaries referred to in that order, with the exception of that part which follows the westerly shore of the north arm of Burrard inlet, have always been understood by this government as agreed to between the province and the Dominion; but instead of the westerly shore of the north arm of Burrard inlet we have always considered the eastern shore of the north arm to be the boundary line, and we have sold and otherwise alienated islands lying in the said north arm. I, therefore, beg to suggest that the description in the order in council above referred to may be altered so as to make the easterly shore of the north arm the boundary between the provincial and Dominion lands.'

By the order in council of July 8, 1904, the eastern shore of the north arm of Burrard inlet was accepted as part of the western boundary of the railway belt, subject to the ratification of parliament and of the legislature of British Columbia, the said boundary to be as follows:—

'Commencing at the intersection of the international boundary with the waters of Semiahmoo bay, a branch of Boundary bay, an arm of the Pacific ocean; thence westerly and northerly following the shore of said Semiahmoo bay and also of Mud bay, another branch of said Boundary bay, to the eastern limit of a road known as Mud Bay road; thence northerly following the said limit of said road to the southern bank of the Fraser river; thence northerly to the point where the eastern limit of the north road touches the north bank of the Fraser river; thence northerly following the said limit of said north road to the southern shore of the main arm of Burrard inlet; thence due north to the northern shore of the said main arm; thence westerly following upon the said northern shore of the main arm to the eastern shore of the north arm of Burrard inlet; thence northerly following upon the eastern shore of the said north arm to the most northerly point of the peninsula between Bedwell bay and the said north arm; thence northeasterly on a straight line to the point where the northern boundary of township thirty-nine, west of the coast meridian intersects the eastern shore of the north arm of Burrard inlet; thence northerly following upon the said eastern shore to the mouth of Mesliloet river, a stream flowing from the north into the head of the said north arm; thence northerly along the middle of the main channel of the said Mesliloet river to the point of its intersection with the north boundary of township seven, in range seven, west of the seventh meridian, according to the Dominion Lands system adopted in the survey of the railway belt in British Columbia.'

In a report of a committee of the executive council of the government of British Columbia, approved by the Lieutenant Governor on August 13, 1904, it is stated that 'The committee observe that the recommendation of the Minister of the Interior that, subject to the ratification of parliament and of the legislature of British Columbia, the eastern shore of the north arm of Burrard inlet be accepted as part of the western boundary of the railway belt, is approved.

'The committee advise that the Dominion government be informed that the provincial government approves and accepts the recommendation of the minister.'

The Secretary of State called the attention of the Lieutenant Governor of British Columbia to the fact that the provincial minute, approved on August 13, 1904, merely accepted the eastern shore of the north arm of Burrard inlet as part of the western boundary of the railway belt, not the whole western boundary as described by metes and bounds in the minute of the Privy Council approved by the Governor General on July 8, 1904.

The report of a committee of the executive council, approved by the Lieutenant Governor on March 3, 1905, was, therefore, substituted for that of August 13, 1904. This accepts the eastern shore of the north arm of Burrard inlet as part of the western boundary of the railway belt and approves and confirms the said boundary as further defined in the order in council of July 8, 1904.

In a report of the committee of the Privy Council, approved by the Governor General on July 15, 1905, it was recommended that, as the government of the Dominion

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ion and of the province of British Columbia had agreed to accept a certain line for the western boundary of the Canadian Pacific Railway belt, the Minister of Justice be asked to have prepared for submission to parliament at its next session a Bill containing the necessary provisions for an Act to ratify the boundary in question in so far as the Dominion of Canada is concerned, and it was further recommended that the Lieutenant Governor of British Columbia be asked to have the necessary action taken by his government to ratify such boundary in so far as the province of British Columbia is concerned, by an Act of the legislature of that province.

In a report of a committee of the executive council, approved by the Lieutenant Governor on August 10, 1905, it was recommended that the Attorney General be requested to prepare a Bill to be laid before the legislature at its next session to ratify the boundary in question so far as the province is concerned. Accordingly a Bill was introduced, but when it came up for discussion it was pointed out that the Mud Bay road mentioned in the order of the Governor General in Council of July 15, 1905, does not extend to Mud bay, and at its northern end joins what is known as the Yale road, which leads to the Fraser river at Brownsville, opposite New Westminster, and that instead of extending to the north bank of the Fraser river, the north road, mentioned in said order, ends at the northeasterly limit of the city of New Westminster. To meet this difficulty it was considered necessary to make some amendments in the description of the boundary contained in the said order of the Governor General in Council, and the Dominion government having signified its consent to the changes, the Bill received the sanction of the Lieutenant Governor of British Columbia on March 12, 1906.

The description of the western boundary of the railway belt as ratified by the Provincial Act is as follows:—

‘Commencing at the intersection of the international boundary with the waters of Semiahmoo bay, a branch of Boundary bay, an arm of the Pacific ocean; thence westerly and northerly, following the shore of the said Semiahmoo bay, and of Mud bay, another branch of the said Boundary bay, to a point on the shore of Mud bay at the intersection of the west boundary line of township two, New Westminster district, with the waters of said Mud bay; thence north along the said west boundary of township two, to the northwest corner of said township two; thence northerly along the eastern side lines of the Mud Bay (or Scott) road, and the Yale road, to the south bank of the Fraser river at Brownsville; thence northerly, crossing the Fraser river to a point on the north bank of the said river where the eastern side line of the north road produced south would intersect the north bank of the Fraser river; thence north to the eastern side line of said north road; thence north along the said eastern side line of said north road to its intersection with the south shore of Burrard inlet; thence north to the north shore line of Burrard inlet; thence westerly and northerly following the shore line of Burrard inlet to the most northerly point of the peninsula between Bedwell bay and the north arm of Burrard inlet; thence northeasterly on a straight line to the point where the northern boundary of township thirty-nine west of the coast meridian intersects the eastern shore of the north arm of Burrard inlet; thence northerly, following upon the said eastern shore to the mouth of the Mesliloet river, a stream flowing from the north into the head of said north arm; thence northerly along the middle of the main channel of the said Mesliloet river to the point of its intersection with the northern boundary of township seven, in range seven, west of the seventh meridian, according to the Dominion Lands system adopted in the surveys of the railway belt in British Columbia.’

A Bill to ratify the agreement between the government of the Dominion of Canada and the government of the province of British Columbia respecting the western boundary of the railway belt received the sanction of the Governor General on March 22, 1907.

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ASTRONOMICAL FIELD TABLES.

The astronomical field tables, as described in the report of 1906, are still being issued. These tables were formerly set up in type and printed in the ordinary way, but it was difficult to obtain them from the printers in time for issue to the surveyors. Inasmuch, however, as a great deal of the matter contained in the tables is the same from year to year, forms containing all those parts which never vary have been made, so that when a new set of tables is required, only those parts which vary have to be added to the forms. The forms themselves, as well as the variable data to be added, are stamped by means of type, and the titles, footnotes, &c., are printed by a small handpress and pasted on the form in the proper place. The finished table is then reduced and printed by photo-zincography, thus avoiding all delays in printing.

The diagram of the altitude and azimuth of the pole star, as described in the report of 1906, is issued periodically with the field tables.

A star map is now being constructed for the convenience of observers for latitude. It will facilitate the selection of pairs of stars for Talcott's method.

IMPROVEMENT OF SURVEYS.

The improvement in execution of fieldwork, mentioned in previous reports, is well illustrated by a remark made by one of our surveyors who was engaged in retracing old surveys and afterwards in making an inspection of some recent subdivisions. He writes: 'To change from retracing old lines run twenty years ago to inspecting present day contract work is, I fear, not in the interest of rigid inspections. There has been such an improvement, not in any particular, but in every detail of the surveys made in this country in the past twenty years that one would hesitate to speak of them as being the same class of work. In no way could the advantage of the numerous modifications in the Manual and in the field instruments used be more markedly illustrated than by this change which I was forced to make this season. The lines examined in contracts of 1906 were straight, the chainage good and the corners well marked, none of which could be said, as a rule, of the more ancient surveys in this country.'

CORRESPONDENCE.

The correspondence consisted of:

| | |
|----------------------------|-------|
| Letters received | 7,300 |
| Letters sent | 8,209 |

The staff consists of the secretary, one clerk, two stenographers and typewriters and two messengers.

ACCOUNTS.

The accountant's record shows:

| | |
|---|-----------|
| Number of accounts dealt with | 493 |
| Amount of accounts | \$515,040 |
| Number of cheques forwarded | 1,896 |

The staff consists of an accountant and an assistant accountant.

OFFICE STAFF.

A list of the office staff of the Topographical Surveys Branch at Ottawa is given in appendix No. 11.

A number of changes have taken place during the nine months ending March 31, 1907. In the Metcalfe Street office Mr. Percy Wilkinson has been appointed assistant accountant, and J. O'Leary messenger in place of F. T. Ellis, who was transferred to

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another branch. Mr. Geo. H. Watt, chief of the first division, has resigned to take a survey contract. Messrs. H. G. Barber, A. J. Elder, W. T. Green, F. W. Rice, E. E. D. Wilson and W. E. Weld have been absent all or part of the time, acting temporarily as assistants to surveyors. Mr. P. A. Carson, who is in charge of the trigonometrical survey, spent the summer in British Columbia. Miss G. B. Campbell and Messrs. H. A. Mackenzie, C. C. Smith, Wm. Crawford and H. L. Chilver of this office, and Messrs. M. W. Sharon and S. B. Roach, of the geographer's office, have resigned. Mr. L. J. Gleeson has been detailed to another branch and Mr. F. H. Mackie has been transferred to the office of the chief astronomer. Mr. H. J. Higgerty has been transferred from the lithographic office to the Timber and Mines Branch.

The additions to the staff during the past nine months are: A. Brown, E. L. Burkholder, J. C. Ball, E. E. Brice, C. Fitzgerald, J. B. Hutton, R. V. Heathcott, M. Kimpe, J. F. Moran, J. A. Macdonald, F. L. Marriott, J. W. Rochon, H. J. Smith, R. O. Spreckley, A. Tremblay, J. N. Goodall, who was re-appointed, and P. F. X. Genest, who was transferred from the Yukon office. Mr. E. Villeneuve was changed from the lithographic office to the office of the chief draughtsman. Those appointed to the lithographic office are: S. Boyle, J. Gagnon and S. H. Shore; the latter was recently transferred to the office of the chief draughtsman. Messrs. W. Anderson, W. Blue, J. Beveridge and F. B. Inkster were appointed to the geographer's staff; Mr. E. G. Ouimet to the photographer's staff, and Mr. N. Landry to the survey records office as messenger.

OFFICE OF THE CHIEF DRAUGHTSMAN.

A summary of the work executed in the chief draughtsman's office is given as appendix No. 6.

This part of the branch is divided into five divisions.

First Division—Instructions and General Information.

In this division instructions are prepared for all surveys to be performed in the field. When the surveyor has been selected, instructions are prepared for him giving any directions that may be necessary in connection with the survey. In the case of parties under day pay, the surveyor is also instructed as to the size of party, the place of organization, the nature of the transport outfit and the rate of pay to employees. Outline sketches are furnished to him showing the monuments, bearings and distances of the lines of Dominion land surveys already established in the vicinity of his work. He is also supplied with maps or plans of all Hudson's Bay Company reserves and Indian reserves in the neighbourhood. Field books, astronomical field tables, stationery, forms for accounts, statutory declarations, &c., are also furnished. During the nine months ending March 31, 1907, instructions were issued for eighty-six survey parties, involving the preparation of 798 sketches, and 328 maps and tracings.

In this division all returns of survey from the surveyors are received. They are dated, stamped, and posted in the various registers under the name of the surveyor. They are then sent to the second division for examination. The receipts during the nine months were 630 progress sketches, 390 books of field notes, 169 plans, 56 timber reports and 382 statutory declarations. After examination and the compilation of the plans, the books of field notes are returned to this division and forwarded to the survey records office. During the nine months 643 field books and the returns of 67 miscellaneous surveys were placed on record. Entries are also made in the registers for all township and other plans printed. Plans of 520 townships, 4 townsites, 49 miscellaneous surveys and 52 sectional sheets were printed during the nine months.

When the progress sketches sent in by the surveyor have been examined and found satisfactory, preliminary plans for the townships are issued, four copies for each township. One copy is placed on file in this office and one each furnished to the

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survey records office, the Land Patents Branch and the land agent. The object of these plans is to allow of the land being opened for entry at once, without waiting for the final examination of the surveyor's returns and the issue of the official plan. Preliminary plans of 179 townships were issued during the nine months.

At the close of each month a list of the surveys approved during the month is forwarded to the secretary of the department. Every six months another list of the whole townships, fractional townships and partially surveyed townships, the surveys of which have been approved, is sent to the secretary. Under the provisions of sub-clause 7 of clause 22 of the Dominion Lands Act, the governor of the Hudson's Bay Company is to be notified of the surveys approved, and the list is for the purpose of giving the notice called for by the Act.

Numerous communications on miscellaneous matters pertaining to surveys are dealt with in this division. To reply intelligently to many of these questions requires days of search for information among various sources, frequently in different branches of the department. During the nine months 743 such communications were dealt with, involving the preparation of 258 sketches, maps, &c.

Second Division—Examination of Surveyors' Returns.

A detailed description of the system of examining and dealing with surveyors' returns was given in the annual report for the year ending June 30, 1906. The same system is still in force, with some few improvements in the minor details.

The room formerly occupied by the geographer and his staff on the second floor of the Metcalfe Street office, having been vacated, the partition between it and the room occupied by the compiling and examining staff, and also an unused elevator shaft were removed, thus affording increased accommodation and better working facilities. Temporary quarters were procured in the Orme building on Wellington street, while this work was in progress, and the disadvantage of part of the staff being removed from registers, plans of former surveys and other sources of information, retarded the work to some extent. In addition to the removal of the partition, a ventilating system was installed, this being easily accomplished by utilizing part of the space formerly occupied by the elevator shaft. The value of this provision for ventilation is inestimable, as a plentiful supply of good fresh air is now available, whereas before, no provision whatever was made for ventilation.

The work has been materially increased by the passage of an Act respecting roads and road allowances in the provinces of Saskatchewan and Alberta (section 6 of chapter 100 of the Revised Statutes of Canada), which provides that where a survey is made of a road diversion, a duplicate copy of the plan of such survey, approved by the chief engineer of the Department of Public Works of such province, shall be forthwith transmitted by the said Department of Public Works to the Surveyor General, who, within one month from the receipt of it by him, may require the plan of such survey to be withdrawn from the land titles office by the Department of Public Works of such province.

Before patents issue for Dominion lands required by railway companies for the right of way of their lines, the plans of such railways must be examined and approved by the Surveyor General. A large number of these plans have accumulated and their examination involves considerable work. Although some progress has been made in re-issuing township plans out of print, the number of plans of which reprints are required has increased rather than diminished during the past nine months. The demand for township plans has become so great, that the stock of those issued years ago, of which only a small edition was printed, soon became exhausted. Larger editions are now printed, so that unless on account of additional surveys, plans recently issued are not likely to require re-issue for many years to come.

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The work of this division during the past nine months is as follows:—

| | |
|---|-----|
| Plans compiled. | 409 |
| Subdivision returns examined. | 312 |
| Outline returns examined. | 122 |
| Miscellaneous survey returns examined. | 210 |
| New editions of township plans. | 72 |
| Progress sketches examined—contractors. | 205 |
| Progress sketches examined—day men. | 270 |
| Memoranda sent to surveyors. | 329 |
| Memoranda received from surveyors. | 342 |

Third Division—Drawing for Reproduction.

The third division of the draughting staff is engaged chiefly in making finished copies of township and other plans for reproduction by photo-zincography or lithography. During the nine months 527 plans of townships were prepared for printing. For part of this period, while the offices were being renovated, the staff was divided, a number of the draughtsmen remaining at the office on Metcalfe street, while the others were accommodated in temporary quarters on Wellington street. This separation of the staff impeded the progress of the work.

Seventy-nine drawings and plans of a miscellaneous nature were undertaken. Some of the most important of these were the astronomical field tables for the use of surveyors. The present method of preparing these and also the new star map, is described under a separate heading.

A map in colours, showing the route of the proposed Hudson Bay branch of the Canadian Northern Railway, was compiled and printed. This map shows the routes of explorers who recently visited the district, the main features of the country through which the railway will run, and the saving in rail transportation from the western provinces.

The original plans for photo-zincographing are carefully filed away; when new editions of any of them are required, it is only necessary to add the information obtained from later surveys and to photograph them again.

An improvement has been made in the attachment used in the stamp, for holding the type, while stamping a plan. The old holder (see fig. 1) consisted of a solid frame,

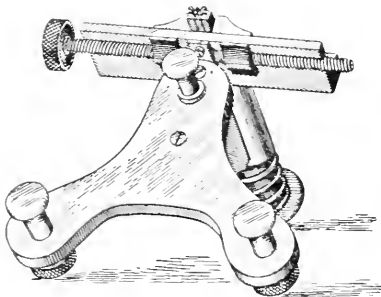


Fig 2

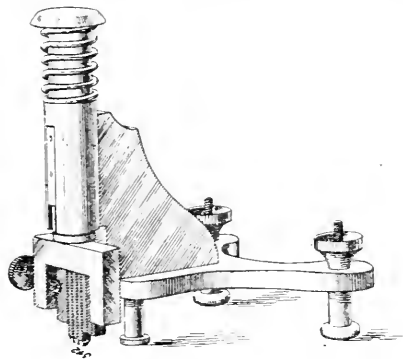


Fig 1.

cut out in the front to receive the type, with a horizontal thumb screw passing through one side, by means of which the type was held securely in place. This necessitated the use of quads or other small pieces of metal, in order to fill up the extra space in the holder, after the type had been placed at the centre. Considerable time

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was required to adjust each setting of type and quads; also the action of the end of the thumb screw against the soft metal of the quad soon wore it away and created a tendency for the screw to work out of line, enlarging the threaded hole in the holder.

The new holder (see fig. 2) consists of a one-piece frame, having the front shaped out to receive two movable jaws. These jaws have each a projection on the back which slides in a slot in the back of the holder. Through these projections and in the rear of the holder, passes a thumb screw having a bearing at its centre, half in the back of the holder and half in a small cap attached to the back of the holder by screws. This bearing being smaller than the body of the threaded parts of the screw and being situated in the centre of the holder, keeps the screw from moving laterally. One-half of the screw is threaded with a right-hand thread, the other half with a left-hand thread, the holes in the movable jaws being also threaded right-hand and left-hand. The result of this arrangement is that when the thumb screw is turned in one direction the jaws open away from the centre of the holder; when it is turned in the opposite direction the jaws move towards the centre and are capable of coming together at that point. They can hold the thinnest object securely, and whatever is held between them is always in a central position in the holder, and the use of quads for this purpose is done away with.

For the colouring of maps and plans, an air brush has been procured. The air brush is especially useful for colouring photographic enlargements of maps, as the paper used in photographing is often of such a character that it is impossible to put on an even tint in the ordinary way.

Fourth Division—British Columbia Surveys.

Most of the surveys in British Columbia were made by the regular surveyors, Messrs. J. E. Ross and A. W. Johnson. Both worked in winter, as well as in summer, in order to take advantage of weather conditions favourable to surveying operations in the various localities.

In addition to the work of the regular surveyors, a few returns have been received of surveys made for private individuals and of other small surveys.

The British Columbia section of the staff which, for three years, occupied quarters on Sparks street separated from the main office, was this year transferred to the space in the Surveyor General's office formerly occupied by the geographer's staff. This facilitates the work of the staff, the returns and information required for reference being more readily accessible.

The British Columbia surveyors remained so long in the field that their returns were somewhat delayed, and those received entailed more work than usual. As most of the traverse surveys in British Columbia were made for the purpose of establishing section corners and land boundaries, this portion of the work, which will this year contain well over one thousand courses, has to be carefully checked by latitudes and departures.

Forty-five township plans have been compiled, and three hundred and four miscellaneous plans and tracings have been made.

Fifth Division—Mapping.

The work of this division is the compilation and drawing of any maps that may be required. The staff has been engaged principally on the 'sectional sheets,' adding new surveys and other information and preparing them for new editions. Much new compilation has been added to the sectional sheets covering the railway belt in British Columbia so as to show the topography, not only within the railway belt, but also outside of it to the full size of the sheet. The sheets which extend over the west boundary of Alberta into British Columbia are also being added to, in the same way.

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The compilation of the surveys of mineral claims in the Yukon Territory, showing their position on the general map on a scale of 40 chs. to an inch, has been kept up, but the number of lots so recorded has been very small compared with previous years.

SURVEY RECORDS' OFFICE.

A large portion of the survey records staff has been employed copying plans which have been out of print, and which were required by agents, land guides and companies in placing settlers on their lands.

Homestead maps, on a scale of one mile to an inch, showing the homesteads open for entry in the western provinces, have been completed and forwarded to the different sub-agents.

The amount of correspondence necessary to supply the largely increased demand for township plans was, on an average, between twenty-five and thirty letters per day.

The plans and files in connection with reservations of right of way for roads and railways in the provinces of Manitoba, Saskatchewan and Alberta, have greatly increased the work of this office. All these plans and files are recorded here. Every railway right of way plan is on file and the reservations for the right of way in the lands affected are noted. The correspondence in this connection, averaging between fifteen and twenty letters per day, goes through this branch.

The Eclipse Manufacturing company completed the cases, and finished all the other changes necessitated by their removal to their new quarters in the Canadian building. The printed plans of the parishes, settlements and town plots, were removed to their new places and re-indexed; this new arrangement does much to economize the time required for finding them.

A complete index of all the plans west of the fifth meridian, showing the character of the survey and the name of the surveyor for all original plans, has been compiled and has proved a valuable aid to ready reference.

The increase of work during the year has been so large that it is only by using the greatest care in indexing and arrangement that the present staff is able to keep pace with it.

PHOTOGRAPHIC OFFICE.

In presenting the report of the photographic office, it is interesting to note that the total amount of work executed during the nine months exceeded that executed during the twelve months ending June 30, 1906.

There is a large increase in the number of township plans, over one hundred having been reproduced in the month of January alone.

The dry plate work and the bromide enlarging have also greatly increased.

Hitherto the Geological Survey parties have, to a large extent, employed sketching for their surveys, but now they are beginning to use photography, which they find quicker and more satisfactory. Last season only one of their parties used photography, while this season it is expected that four or five will be equipped with the necessary photographic outfits. From the negatives, bromide enlargements are made in this office. This greater use of photography is the cause of the large increase in the number of bromide enlargements.

Considerable time has been spent on special work. The photo-lithographing of a section of Nelson river showing the proposed Hudson Bay railway, is a fair example of the use that can be made of photography in map making. This map was enlarged from a thirty-five mile scale to a twenty-five mile scale. Another interesting piece of work was the enlargement of part of Alberta, Saskatchewan and the Northwest Territories, from a thirty-five mile scale to a twelve mile scale. This work, which occupied only one week, would take at least three months if done by draughting.

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The staff consists of one photographer in charge, one general photographer with three assistants, and one photo-lithographer and photo-engraver with two assistants.

Besides the development, printing and enlargement of the views taken by surveyors in the field, they have to copy, reduce and enlarge to proper scale the plans and maps used in compilations, to photograph the plans and maps sent in for reproduction and to prepare zincplates or transfers of the same. The photographic work of the Geological Survey Department has also been done here. A schedule of the work executed is given as appendix No. 9.

LITHOGRAPHIC OFFICE.

There has been no change in the method of doing the work in this office.

The statement of the work executed, given as appendix No. 10 to this report, shows a decrease in the number of maps printed but a decided increase in the number of the township plans.

The number of the staff is the same as last year; it consists of one foreman, one transferer, one power press printer and one press feeder.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The regular annual meeting of the board was held at Ottawa, beginning on the second Monday in February, 1907 (February 11), as directed by clause 101 of the Dominion Lands Act, and was continued until March 2. Special meetings were held on July 19, 1906, and March 21, 1907.

During the February meeting examinations were held simultaneously in Ottawa, Toronto, Winnipeg and Calgary. Professor L. B. Stewart, D.T.S., of the School of Practical Science, presided at the examination in Toronto; Mr. J. Lonsdale Doupe, D.L.S., in Winnipeg, and Mr. A. O. Wheeler, D.L.S., in Calgary.

It had also been arranged to hold a special examination at the same time in Vancouver, under Mr. E. B. Hermon, D.L.S., but the candidates did not present themselves.

Fifteen candidates passed the examination for admission as articled pupil, as follows:—

M. H. Baker, St. Thomas, Ont.
 T. W. Brown, Alberton, Ont.
 E. S. Cokely, Lethbridge, Alta.
 A. S. Cram, Ottawa, Ont.
 G. H. Ferguson, Toronto, Ont.
 L. F. Heuperman, Edmonton, Alta.
 W. G. McElhanney, Ottawa, Ont.
 E. W. Murray, Seaforth, Ont.
 J. L. Rannie, Toronto, Ont.
 A. Roger, Ottawa, Ont.
 A. H. D. Ross, Ottawa, Ont.
 Alan Stewart, Ottawa, Ont.
 A. G. Stuart, Montreal, P.Q.
 A. H. Swinburn, Ottawa, Ont.
 E. O. Wheeler, Calgary, Alta.

Fourteen candidates passed the final examination for admission as surveyor, as follows:—

N. A. Burwash, Toronto, Ont.
 C. A. Chilver, Walkerville, Ont.
 P. C. Coates, Toronto, Ont.

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S. R. Crerar, Toronto, Ont.
 C. H. Fullerton, New Liskeard, Ont.
 P. Gillespie, Toronto, Ont.
 W. T. Green, Ottawa, Ont.
 G. B. McColl, Winnipeg, Man.
 D. H. Nelles, Ottawa, Ont.
 D. T. Townsend, Toronto, Ont.
 J. E. Umbach, Ottawa, Ont.
 W. H. Waddell, Hamilton, Ont.
 J. Waldron, Pine Grove, Ont.
 E. W. Walker, Regina, Sask.

Oaths of office and of allegiance and bonds for the sum of one thousand dollars each, as required by clause 115 of the Dominion Lands Act, were received from eleven candidates who had previously passed the necessary examinations for commissions as Dominion land surveyors and had complied with the other requirements of the Act.

Ten commissions as Dominion land surveyors were issued, as follows:—

E. R. Bingham, Toronto, Ont.
 N. A. Burwash, Toronto, Ont.
 C. A. Chilver, Walkerville, Ont.
 S. R. Crerar, Toronto, Ont.
 W. T. Green, Ottawa, Ont.
 J. D. McLennan, Ottawa, Ont.
 G. B. McColl, Winnipeg, Man.
 D. H. Nelles, Ottawa, Ont.
 D. T. Townsend, Toronto, Ont.
 J. E. Umbach, Ottawa, Ont.

Every Dominion land surveyor is required by clause 125 of the Dominion Lands Act, to be in possession of a subsidiary standard measure furnished by the secretary of the board of examiners. Nine such standards were issued during the year.

A list of surveyors who have been furnished with standard measures up to March 31, 1907, will be found in appendix No. 3.

The correspondence of the board amounted to:

| | |
|----------------------------------|-----|
| Letters, &c., received | 571 |
| Letters sent | 435 |

The examination questions used at the examination in February, 1907, are submitted as appendix No. 12.

Synopsis of the Work of the Board.

The meeting of July 19, 1906, was a special meeting called to pass the necessary resolution admitting J. D. McLennan as a Dominion land surveyor, his commission having been withheld until the completion of his term of apprenticeship.

Previous to the annual meeting in February sets of question papers for the various examinations were prepared by the members of the board. At this meeting the answers of three candidates at the limited preliminary examination, seventeen at the full preliminary examination, nineteen at the final D.L.S. examination, and one at the D.T.S. examination were examined.

Some discussion took place on the regulation made at the meeting in May, 1906, whereby candidates obtaining 75 per cent or more on any subject are not required to write on such subject if they present themselves again. It was felt that from such candidates a higher percentage should be required than from those coming up for the first time. No action in the matter was taken at this meeting.

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The question of who are eligible for examination under clause 111 of the Dominion Lands Act, having come up, it was decided that in future the secretary should accept articles for one year's service only from graduates of colleges and universities who hold proper diplomas.

Considerable time was taken up in discussing the regulations governing the examination for certificate as Dominion topographical surveyor: and the schedule of studies was re-arranged. It was agreed that before the next meeting a brief statement should be prepared setting forth the work to be covered in each subject of this examination, and a list of the books to be used in preparing for it. The work was divided among the members of the board, Dr. Deville taking three subjects, and Dr. Klotz and Dr. King four subjects each.

A resolution was passed fixing the percentage of marks required to pass any examination at 50 per cent in each subject, and allowing candidates who obtain the required 50 per cent in certain subjects, but fail in other subjects, to take supplementary examinations.

A special meeting of the board was held on March 21, at which the curriculum of studies for the D.T.S. examination was further considered and a list of text books prepared.

A resolution was also passed allowing candidates whose term of service at the time of examination is within three weeks of completion to write on such examination, provided that field work is complete at the time of writing. Commissions in such cases will be withheld until the completion of the full term of apprenticeship of one year or three years, as the case may be.

The following documents are appended:--

APPENDICES.

Schedules and Statements.

-
- No. 1. Schedule of surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.
- No. 2. Schedule showing for each surveyor employed from Jan. 1, 1906, to Mar. 31, 1907, the number of miles surveyed of township subdivision lines, township outlines, traverses of lakes and rivers, and resurvey.
- No. 3. List of Dominion land surveyors who have been supplied with standard measures.
- No. 4. List of lots in the Yukon Territory surveys of which have been confirmed from July 1, 1906, to March 31, 1907.
- No. 5. List of miscellaneous surveys in the Yukon Territory returns of which have been received during the nine months ending March 31, 1907.
- No. 6. Statement of work executed in the office of the chief draughtsman.
- No. 7. List of sectional maps revised, printed, reprinted and revised and reprinted from July 1, 1906, to March 31, 1907.
- No. 8. Statement of work executed in the survey records office for the nine months ending March 31, 1907.
- No. 9. Statement of work executed in the photographic office during the nine months ending March 31, 1907.
- No. 10. Statement of work executed in the lithographic office during the nine months ending March 31, 1907.
- No. 11. Names and duties of employees of the Topographical Surveys Branch at Ottawa.
- No. 12. Examination papers of the Board of Examiners for Dominion land surveyors.
- Nos. 13 to 45. Reports of the surveyors employed.
- No. 46. Descriptions of surveyed townships submitted by Dominion land surveyors during the nine months ending March 31, 1907.

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MAPS.

The following maps accompany this report:—

1. Diagram showing closings on base lines between the fifth and sixth meridians.
2. Mr. P. G. Stewart's exploration on the west side of the Canadian Northern railway from Etoimami to The Pas; to accompany his report.
3. Sketch map showing country near fourteenth base line, province of Saskatchewan, to accompany the report of J. N. Wallace, D.L.S.
4. Map to accompany J. W. McLaggan's report of exploration in Saskatchewan and the Northwest Territories.
5. Mr. A. D. Moodie's exploration from Etoimami to The Pas; to accompany his report.
6. Topographical survey of Canada—trigonometrical section. Triangulation in British Columbia. To accompany the report of P. A. Carson, D.L.S.

I have the honour to be, sir,

Your obedient servant,

E. DEVILLE,

Surveyor General.

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SCHEDULES AND STATEMENTS.*

APPENDIX No. 1.

SCHEDULE of Surveyors employed and work executed by them from July 1, 1906 to March 31, 1907.

| Surveyor. | Address. | Description of work. |
|-------------------------|--------------------------|--|
| Aylsworth, C. F. | Madoc, Ont. | Re-survey of township 10 range 7, township 14 range 8, parts of townships 14 and 16 range 7, and parts of townships 15 ranges 7 and 8, all east of the principal meridian. |
| Baker, J. C. | Vermilion, Alta. | Contract No. 14 of 1906; subdivision of township 59 range 20, township 58 range 21, and townships 61 ranges 25, 26 and 27, all west of the fourth meridian. |
| Beatty, David | Parry Sound, Ont. | Correction survey in townships 51 ranges 27 and 28 west of the second meridian. Retracement surveys in the following townships west of the third meridian:—township 38 range 13, townships 45 ranges 9 and 10, townships 41, 42, 43 and 44 ranges 10 and 11, and townships 49 and 50 range 1. Retracement surveys in townships 50 ranges 26, 27 and 28 west of the second meridian. |
| Belanger, P. R. A. | Ottawa, Ont. | Inspection of contracts No. 18 of 1905 and Nos. 11 and 12 of 1906. Restoration survey in the following townships west of the second meridian:—townships 24 ranges 1, 13, 14 and 15, townships 25 ranges 12, 14, 15 and 16, townships 26 ranges 12, 13 and 15, township 27 range 7, townships 28 ranges 6 and 13, townships 29 ranges 13, 14 and 15, township 30 range 13, townships 31 ranges 12 and 13 and townships 32 ranges 9, 10 and 11. Restoration survey in the following townships, west of the principal meridian:—township 5 range 34, townships 6 ranges 30, 32 and 34, townships 7 and 8 ranges 32 and 34, township 24 range 29, township 26 range 28 and townships 30 and 32 range 29. |
| Bolton, Lewis. | Listowel, Ont. | Contract No. 3 of 1906; subdivision of townships 3 and 4 ranges 13 and 14, east of the principal meridian. |
| Bourgeant, A. | St. Jean Port Joli, Que. | Contract No. 11 of 1906; subdivision of townships 30 and 31 ranges 15 and 16, parts of township 30 range 14, and township 29 range 15, all west of the second meridian. |
| Bray, L. T. | Amherstburg, Ontario. | Re-survey in township 11 range 22, and subdivision in townships 1, 2, 3 and 4 range 30, west of the fourth meridian. Subdivision in townships 1 and 2 range 1, in township 5 range 2, in townships 6, 7, 8 and 9 range 3, in township 7 range 4, and in township 8 range 6, all west of the fifth meridian. |
| Carson, P. A. | Ottawa, Ont. | Triangulation surveys in British Columbia, in connection with the Trigonometrical Section of the Topographical Survey of Canada. |
| Cautley, R. W. | Edmonton, Alta. | Survey of the seventeenth base line across ranges 17 to 27 inclusive, west of the fourth meridian. |
| Cautly, R. H. | Edmonton, Alta. | Contract No. 16 of 1906; sub-division in townships 57, 58, 59 and 60 range 5, west of the fifth meridian. |
| Christie, Wm. | Chesley, Ont. | Re-survey in township 17 range 1, in township 18 range 2, in townships 19 and 20 ranges 3, 4 and 5, and in township 20 range 6; re-survey of part of the outlines of township 16 range 1, of township 19 range 6, of township 18 range 3 and of township 17 range 2, all west of the principal meridian. |

* Appendices Nos. 12 to 46 will appear in separate monograph form.

7-8 EDWARD VII., A. 1908

APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.—*Continued.*

| Surveyor. | Address. | Description of work. |
|------------------|---------------------|--|
| Deans, W. J. | Brandon, Man. | Subdivision in township 16 range 4, in townships 15, 16, 17 and 18 range 10, and in townships 14, 15, 16, 17 and 18 range 11, all west of the principal meridian. Re-survey of township 7 range 27, of townships 5, 6, 7 and 8 range 28 and of townships 5, 6, 7, 8 and 9 range 29, all west of the principal meridian. Re-survey of part of township 7 range 9, west of the second meridian. Miscellaneous surveys in township 17 range 21, west of the principal meridian. |
| Doupe, Jos. | Winnipeg, Man. | Re-survey in township 6, range 14 west of the second meridian. |
| Drummond, Thos. | Montreal, Que. | Contract No. 17 of 1906; subdivision of townships 57, 58, 59 and 60 range 6, west of the fifth meridian. |
| Dumais, P. T. C. | Hull, Que. | Contract No. 9 of 1906; subdivision of townships 26 ranges 12, 13 and 14, townships 25 and 26 range 10, and township 23 range 14, west of the principal meridian. Re-survey of townships 25 and 26 range 11, west of the principal meridian. |
| Edwards, Geo. | Ponoka, Alta. | Contract No. 13 of 1906; subdivision of townships 11 and 12 range 11; partial subdivision of townships 10 and 11 range 13, and townships 7, 8, 9, 10 and 11 range 1, west of the third meridian; survey of the east outline of townships 9 and 10 ranges 11 and 12 and of townships 5, 6, 7 and 8 range 2, west of the third meridian. |
| Fairchild, C. C. | Brantford, Ont. | Subdivision in townships 25, 26 and 27 range 11, in townships 25, 26, 27 and 28 range 12, and in township 24 range 8, all west of the fifth meridian. Miscellaneous work near Banff, Alta. |
| Fawcett, Thos. | Niagara Falls, Ont. | Contract No. 20 of 1906; subdivision of townships 56, 57, 58 and 59 range 4, west of the fifth meridian. |
| Fontaine, L. E. | Lévis, Que. | Re-survey of township 42 range 27, west of the third meridian. Miscellaneous surveys in townships 41 and 42 range 1, in township 43 range 3, in township 37 range 4, in township 47 range 5, in townships 43, 44 and 47 range 6, in township 40 range 8, in townships 41 and 42 range 9, in township 44 range 10, in township 38 range 14, and in townships 39 ranges 15 and 16, all west of the fourth meridian. Re-survey of township 50 range 3 west of the fifth meridian. Inspection of contracts Nos. 5 and 22 of 1906. |
| Grover, Geo. A. | Toronto, Ont. | Re-survey of township 18 range 1, east of the principal meridian. Re-survey of townships 19 and 29 ranges 1 and 2, and of townships 22 ranges 7 and 8, west of the principal meridian. Inspection of contracts Nos. 3, 4, 5, 6, 7, 8 and 10 of 1906. |
| Hawkins, A. H. | Listowel, Ont. | Subdivision of township 2 range 29 west of the third meridian. Re-surveys in townships 1 ranges 12 and 13, in township 2 range 13, in townships 6 and 7 range 17, in townships 10 and 11 range 22 and in township 13 range 29, all west of the fourth meridian. Re-survey of outlines of townships 1 and 2 range 8, of townships 1, 2, 3 and 4 range 9, of townships 1 ranges 10, 11 and 14, of township 2 range 14 and of township 10 range 24, all west of the fourth meridian. Survey of part of the south outline of township 3 range 29 west of the third meridian. |
| Holcroft, H. S. | Toronto, Ont. | Contract No. 10 of 1906; subdivision of township 7 range 9 and townships 6, 7, and 8 range 10, all east of the principal meridian. Subdivision of townships 7 and 8 ranges 27, 28, 29 and 30 west of the second meridian. Survey of the east outline of township 6 range 30, west of the second meridian. |
| Hopkins, M. W. | Edmonton, Alta. | Contract No. 23 of 1906; subdivision of townships 39 and 66 ranges 7, 8, 9 and 10, all west of the fourth meridian. |
| Hubbell, E. W. | Ottawa, Ont. | Re-survey in township 22 range 1, in townships 21 and 22 range 2, in townships 21, 22 and 23 range 3, in townships 21 and 22 range 4, in townships 21 and 22 range 5, in townships 21 ranges 6 and 7 and in townships 21 and 22 range 8, all west of the third meridian. Re-survey in township 27 range 24, in township 24 range 28, in townships 18 and 19 range 29, and in townships 26 and 29 range 25, all west of the second meridian. Inspection of contracts Nos. 13 and 25 of 1906. |

SESSIONAL PAPER No. 25

APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.—*Continued.*

| Surveyor. | Address. | Description of Work. |
|--------------------------|---|--|
| Jephson, R. J. | Winnipeg, Man. | Miscellaneous surveys in townships 44 and 45 range 28 west of the principal meridian and in township 44 range 3 west of the second meridian. |
| Johnson, A. W. | Kamloops, B. C. | Subdivision in townships 1, 2, 3, 4 and 5 range 26, in township 1 range 27, in townships 2 and 3 range 24, in townships 2 and 4 range 25, in township 3 range 23, in township 3 ranges 28 and 29, in township 4 range 28 and in township 15 range 27, all west of the sixth meridian. Subdivision in township 19 east of the coast meridian. Traverses in township 2 range 25, in townships 3 ranges 23, 24, 25 and 26, in townships 4 ranges 24, 25 and 26, in townships 5 ranges 25 and 26, in township 15 range 27, and in township 3 range 28, all west of the sixth meridian. Traverses in townships 19 and 20 east of the coast meridian. |
| Kirk, J. A. | Revelstoke, B. C. | Double traverse of Blacberry creek valley from the mouth to the northern limit of the railway belt, and part subdivision of township 28 range 22 west of the fifth meridian. |
| Knight, R. H. | Edmonton, Alta. | Contract No. 21 of 1906; subdivision of townships 50 and 51 ranges 5 and 6, and townships 54 and 55 range 7, all west of the fifth meridian. |
| Lonergan, G. J. | Buckingham, Que. | Re-surveys in townships 51 ranges 2 and 3 west of the fifth meridian and in townships 56 ranges 22 and 24 west of the fourth meridian. Correction surveys in townships 58 and 59 range 22 west of the fourth meridian. Miscellaneous surveys in township 59 range 23, in townships 59 ranges 17 and 18, in township 52 range 12, in township 60 range 14 and in township 55 range 4, all west of the fourth meridian; and in township 53 range 28 west of the third meridian. Subdivision in township 51 range 20 west of the fourth meridian. Correction survey at Fort Saskatchewan. Survey of outlines of township 56 range 25, of township 49 range 1, of township 57 range 14, all west of the fourth meridian. Survey of outlines of townships 53 and 54 ranges 27 and 28 west of the third meridian. Inspection of contract No. 23 of 1906. |
| Laurie, R. C. | Battleford, Sask. | Re-survey of the township of South Battleford. |
| Macdonell, J. A. | Winnipeg, Man. | Exploration survey of three and a half million acres, grant to the Dominion Government "in that portion of the Peace river district of British Columbia lying east of the Rocky mountains and adjoining the province of Alberta." |
| MacLennan, A. L. | Toronto, Ont. | Subdivision in townships 11 and 12 range 3, and in townships 10 and 11 range 4, and survey of the east outline of township 12 range 4, all west of the fifth meridian. |
| McFarlane, W. G. | Toronto, Ont. | Contract No. 5 of 1906; subdivision of townships 34 and 35 range 22, townships 28 and 32 range 23, townships 24 and 35 range 25, and township 35 range 26, all west of the principle meridian. Subdivision of townships 7 and 8 ranges 14, 15 and 16, townships 6 ranges 13, 14, 15 and 16, township 7 range 13, and townships 3 ranges 12 and 13, all west of the fourth meridian. |
| McFee, A. | Innisfail, Alta. | Contract No. 22 of 1906; subdivision of township 28 range 18, and townships 35 ranges 14, 15 and 16, all west of the fourth meridian. Traverse in township 35 range 2 west of the fifth meridian. |
| McGrandle, Hugh. | Wetaskiwin, Alta. | Contract No. 18 of 1906; subdivision of townships 58 and 59 range 7; surveys of outlines in townships 57, 59 and 60 range 7, and in township 58 range 8; traverse in township 60 range 7, all west of the fifth meridian. |
| McLaggan, J. W. | Strathcona, Alta. | Exploratory survey in the province of Saskatchewan and in Keewatin territory northeasterly from The Pas. |
| McMillan, Geo. | Ottawa, Ont. | Inspection of contracts Nos. 12, 13, 17, 19 and 20 of 1905 and contracts Nos. 1, 14, 15, 16 and 21 of 1906. Traverses in townships 59 and 60 range 11, west of the fourth meridian. |
| Michaud, A. | Edmonton, Alta. (Since deceased) | Contract No. 19 of 1906; subdivision of townships 54, 55 and 56 range 5, west of the fifth meridian. |

7-8 EDWARD VII., A. 1908

APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.—*Continued.*

| Surveyor. | Address. | Description of work. |
|------------------------|--------------------------------------|--|
| Miles, C. F. | Toronto, Ont. | Subdivision in township 15 range 1, in townships 13, 14 and 15 range 2, in townships 17, 18, 19 and 20 range 3 and in townships 21 and 22 range 4, west of the fifth meridian. Survey of outlines of townships 12 ranges 3 and 4, west of the fifth meridian. Traverse in township 21 range 27, west of the fourth meridian. |
| Molloy, John..... | Winnipeg, Man. | Contracts Nos. 2 and 7 of 1906; subdivision of townships 1 and 2 range 10, townships 1, 2 and 6 range 11, townships 2, 3 and 6 range 12, townships 1, 5 and 6 range 13, townships 5, 6 and 7 range 14 and township 6 range 9; traverse in townships 13 and 14 ranges 12 and 13, all east of the principal meridian. |
| Montgomery, R. H.. | Prince Albert, Sask. | Contract No. 12 of 1906; subdivision of townships 50 ranges 22, 23, 24, 25 and 26 and townships 51 ranges 22, 23 and 26 and survey of the east outline of townships 52 ranges 22, 23 and 24, all west of the second meridian. Subdivision of townships 50 ranges 2 and 3, and townships 51 ranges 1 and 2, all west of the third meridian. |
| Moodie, A. D. | Lakefield, Ont. | Exploration survey of the country between Erwood, Saskatchewan and The Pas. Keewatin along the right of way of the Canadian Northern railway. |
| O'Hara, W. F. | Ottawa, Ont. | Re-surveys in townships 32, 33 and 34 ranges 21 and 22, and in township 35 range 21 west of the fourth meridian. Miscellaneous surveys in township 38 range 28 west of the fourth meridian, and in township 38 range 1, west of the fifth meridian. Subdivision in township 5 range 3, west of the fifth meridian. |
| Parsons, J. L. R. | Winnipeg, Man. | Contracts No. 6 of 1906 and No. 3 of 1907; subdivision of townships 9 ranges 10 and 11, township 10 range 9 and townships 15 and 16 ranges 14 and 15, all east of the principal meridian; subdivision of townships 23 and 24 ranges 4, 6 and 7; subdivision in township 29 range 10, and survey of part of the outlines of township 28 range 10, all west of the principal meridian. |
| Reilly, W. R. | Regina, Sask. | Re-surveys in townships 33 and 34 ranges 1 and 2, in townships 38 ranges 1, 2 and 3, in township 37 range 1 and in township 35 range 6, all west of the third meridian. Re-surveys in townships 41 and 42 range 28, west of the second meridian. Partial re-surveys in township 34 range 6, west of the third meridian and in townships 41 and 42 range 28 west of the second meridian. |
| Richard, J. F. | Ste. Anne de la Pocatière, Que. | Settlement surveys at The Pas Cumberland House and Big Eddy. |
| Rinfret, R. | Montreal, Que. | Contract No. 24 of 1906; subdivision of townships 65, 66, 67 and 68 range 13, townships 65, 66, 67 and 68 range 14, and townships 66 and 68 range 15; survey of the east outline of township 65 range 16, all west of the fourth meridian. |
| Ross, Jos. E. | Kamloops, B. C. | Subdivision surveys in townships 22 ranges 26 and 27, west of the fifth meridian; also in townships 23 ranges 2 and 3, in townships 22 and 23 range 16, in townships 18 and 22 range 17, in townships 17 ranges 17, 18 and 19, in township 16 range 18, and in townships 19 ranges 16, 17 and 18, all west of the sixth meridian. Traverses in townships 19 ranges 16, 17 and 18, in townships 17 and 18 range 17, in township 17 range 18, in townships 22 and 23 range 2, and in townships 21 and 22 range 1, all west of the sixth meridian; also in township 21 range 29 west of the fifth meridian. Surveys on the shores of Shuswap and Mara lakes. Traverse of Columbia river from Beavermouth to the north limit of the railway belt. Traverse of Incomappleux river and Boyd creek trail. Traverse of Huff lake and part of North Thompson river. |
| Roy, Geo. P. | Quebec, Que. | Contract No. 15 of 1906; subdivision of townships 58 and 59 range 27, west of the fourth meridian, and townships 60 ranges 3 and 4, west of the fifth meridian. |

SESSIONAL PAPER No. 25

APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906 to March 31, 1907.—*Concluded.*

| Surveyor. | Address. | Description of work. |
|--------------------------|--------------------------------------|--|
| Saint Cyr, A. | Ottawa, Ont. | Survey of the seventeenth base line across ranges 19 to 22 inclusive west of the fifth meridian, the eighteenth base line across ranges 1 to 8 inclusive west of the sixth meridian, the twenty-first base line across ranges 21 to 24 inclusive, the twenty-second base line across ranges 21 to 26 inclusive, and the eighteenth base line across ranges 20 to 22 inclusive, west of the fifth meridian. |
| Saint Cyr, J. B. | Ste. Anne de la Perade, Que. | Surveys of the Fort Vermilion, North Vermilion and Boyer settlements, in the Peace river district. Re-surveys in townships 6 ranges 25, 26 and 27 west of the principal meridian. |
| Saunders, B. J. | Edmonton, Alta. | Survey of the fourth base line across ranges 13, 14 and part of 15 and the fifth base line across ranges 13 to 17 inclusive, east of the principal meridian. |
| Selby, H. W. | Toronto, Ont. | Subdivision in township 76 range 15, in townships 74, 75 and 76 range 16 and in townships 73, 74 and 75 range 17, west of the fifth meridian. Survey of part of the outlines of townships 73 ranges 16 and 18 and of township 75 range 15 west of the fifth meridian. Traverse of the southerly boundaries of lots in Heart River and Big Prairie settlements, Alta. |
| Stewart, P. G. | Britannia Bay, Ont. | Exploration survey of the country between Erwood, Saskatchewan and The Pas, Keewatin along the Canadian Northern railway right of way. |
| Teasdale, C. M. | Concord, Ont. | Contract No. 25 of 1906; subdivision of townships 9, 10 and 11 ranges 28, 29 and 30 west of the second meridian. Partial subdivision of township 10 range 4, west of the third meridian. |
| Thibaudeau, W. | Ottawa, Ont. | Exploration survey of the country lying between Fort Churchill on Hudson bay and The Pas on Saskatchewan river. |
| Tyrrell, J. W. | Hamilton, Ont. | Contracts Nos. 4 and 27 of 1906; subdivision of townships 7 ranges 11, 12 and 13, township 8 range 11, and townships 16 and 17 ranges 9 and 10, all east of the principal meridian. Survey of the east outline of townships 16 and 17 range 8 and of the north outline of township 15 range 9, all east of the principal meridian. |
| Wallace, J. N. | Calgary, Alta. | Survey of the fourteenth base line between the third and second meridians, and of the second meridian as far north as Saskatchewan river. Survey of lines to connect with "Red Earth" and "Shoal Lake" Indian reserves. |
| Warren, Jas. | Walkerton, Ont. | Re-surveys in townships 21 and 22 ranges 27 and 28, west of the third meridian. Retracement surveys in townships 11 and 12 ranges 25 and 26, in townships 14 ranges 19 and 30, in township 16 range 15 and in township 19 range 24, all west of the second meridian. |
| Watt, Geo. H. | Ottawa, Ont. | Contract No. 8 of 1906; subdivision of townships 14 and 15 range 10, and township 14 range 9; partial subdivision of township 15 range 9, all east of the principal meridian. |
| Wheeler, A. O. | Calgary, Alta. | Topographer of the Department of the Interior. Phototopographical surveys from Mts. Douglas and Drummond near Red Deer river, to the Beaverfoot range. |

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APPENDIX No. 2.

SCHEDULE showing for each surveyor employed from January 1, 1906, to March 31, 1907, the number of miles surveyed, of township section lines, township outlines, traverses of lakes and rivers and re-survey; also the cost of same.

| Surveyor. | Miles of Section Lines. | Miles of Outlines. | Miles of Traverses. | Miles of Re-survey. | Total Mileage. | Total Cost. | Cost per Mile. | By Day Work or by Contract. |
|------------------------|-------------------------|--------------------|---------------------|---------------------|----------------|-------------|----------------|-----------------------------|
| Aylsworth, C. F. | | | | 235 | 239 | \$ 7,143 00 | 29 88 | Day. |
| Baker, J. C. | 234 | 18 | 56 | | 308 | 8,270 27 | 26 85 | Contract. |
| Beatty, David. | | | | 484 | 484 | 6,700 00 | 13 84 | Day. |
| (b) Belanger, P. R. A. | | | | 48 | 48 | 5,847 72 | | " |
| Bolton, Lewis. | 199 | | 26 | | 225 | 6,334 00 | 28 15 | Contract. |
| Bourgeault, A. | 198 | 11 | 36 | 30 | 275 | 7,133 00 | 25 94 | " |
| Bray, L. T. | 87 | 12 | | 70 | 169 | 6,052 61 | 35 81 | Day. |
| Cautley, R. W. | | 120 | | | 120 | 7,528 91 | 62 74 | " |
| Cautley, R. H. | 192 | 25 | 58 | | 275 | 7,284 00 | 26 49 | Contract. |
| Christie, Wm. | | | 142 | 339 | 481 | 6,825 81 | 14 19 | Day. |
| Deans, W. J. | 201 | 32 | 20 | 351 | 904 | 7,023 88 | 7 77 | " |
| Doupe, Jos. | 4 | | | | 4 | | | " |
| Drummond, T. | 194 | 24 | 67 | | 285 | 7,586 00 | 26 62 | Contract. |
| Driscoll, A. | 33 | 24 | 14 | | 71 | 2,243 85 | 31 60 | " |
| Dumais, P. T. C. | 66 | 6 | | | 72 | 2,533 00 | 35 18 | " |
| Edwards, Geo. | 535 | 49 | | | 584 | 4,434 09 | 7 59 | " |
| Fairchild, C. C. | 68 | 12 | 27 | 3 | 110 | 5,905 48 | 53 69 | Day. |
| Fawcett, T. | 185 | 12 | 61 | | 258 | 6,956 00 | 26 96 | Contract. |
| (b) Fontaine, L. E. | | | 10 | 73 | 83 | 8,189 03 | | Day. |
| (b) Grover, Geo. A. | | | 7 | 179 | 186 | 7,019 61 | | " |
| Hawkins, A. H. | | 18 | 3 | 305 | 326 | 5,993 66 | 18 11 | " |
| Holerof, H. S. | 575 | 42 | | | 617 | 10,506 90 | 17 03 | Contract. |
| Hopkins, M. W. | 383 | 12 | 152 | | 547 | 11,875 56 | 21 71 | " |
| (b) Hubbell, E. W. | | | | 703 | 703 | 9,048 26 | | Day. |
| Jephson, R. J. | 16 | | 13 | | 29 | 579 00 | 19 97 | Contract. |
| Johnson, A. W. | 61 | | 60 | 17 | 138 | 12,242 97 | 88 72 | Day. |
| Kirk, J. A. | 3 | | 49 | | 52 | 629 00 | 12 10 | Contract. |
| Knight, R. H. | 165 | 2 | 62 | | 229 | 6,462 00 | 28 22 | " |
| (b) Lonergan, G. J. | 27 | 2 | 13 | 219 | 261 | 8,409 13 | | Day. |
| MacLennan, A. L. | 14 | 6 | 11 | | 31 | 2,816 00 | 90 84 | " |
| MacLennan, A. L. | 29 | 5 | 20 | | 54 | 1,296 00 | 24 00 | Contract. |
| McFarlane, W. G. | 837 | 6 | | | 843 | 10,839 00 | 12 86 | " |
| McFee, A. | 153 | 1 | 61 | | 215 | 1,806 00 | 8 40 | " |
| McGrandle, H. | 79 | 36 | 6 | | 121 | 3,325 00 | 27 48 | " |
| (a) McMillan, Geo. | | | 4 | | 4 | 7,037 06 | | Day. |
| Michaud, A. | 235 | 8 | 43 | | 286 | 8,184 00 | 28 62 | Contract. |
| Miles, C. F. | 212 | 19 | 1 | | 232 | 8,020 57 | 34 58 | Day. |
| Molloy, John. | 838 | 60 | 51 | 12 | 961 | 27,957 00 | 29 09 | Contract. |
| Montgomery, R. H. | 507 | 60 | 23 | 1 | 591 | 17,297 00 | 29 27 | " |
| O'Hara, W. F. | 12 | | | 217 | 229 | 7,631 88 | 33 33 | Day. |
| Parsons, J. L. R. | 697 | 24 | 104 | 54 | 879 | 23,458 00 | 26 67 | Contract. |
| Ponton, A. W. | | 110 | | | 110 | 7,385 35 | 67 14 | Day. |
| Reilly, W. R. | | | 92 | 710 | 802 | 7,560 30 | 9 43 | " |
| Richard, J. F. | | | 25 | | 25 | 2,000 00 | 80 00 | " |
| Rinfret, R. | 294 | 63 | 159 | | 516 | 10,320 00 | 20 00 | Contract. |
| Ross, J. E. | 103 | 16 | 104 | 28 | 251 | 7,705 79 | 30 70 | Day. |
| Roy, G. P. | 294 | 28 | 75 | | 397 | 9,424 00 | 23 74 | Contract. |
| Saint Cyr, A. | | 146 | | | 146 | 16,434 00 | 112 56 | Day. |
| Saint Cyr, J. B. | | | 106 | 50 | 156 | 3,951 50 | 25 33 | " |
| Saunders, B. J. | | 46 | | | 46 | 9,034 00 | 196 39 | " |
| Selby, H. W. | 246 | 84 | 7 | | 337 | 10,867 00 | 32 25 | " |
| Teasdale, C. M. | 394 | | 59 | | 453 | 3,603 00 | 7 95 | Contract. |
| Tyrell, J. W. | 502 | 30 | 8 | 24 | 564 | 17,162 00 | 30 43 | " |
| Wallace, J. N. | | 133 | 6 | 13 | 152 | 16,764 69 | 110 29 | Day. |
| Warren, Jas. | | | 5 | 467 | 472 | 3,850 65 | 8 16 | " |
| Watt, G. H. | 90 | 4 | 2 | 12 | 108 | 3,222 72 | 29 84 | Contract. |
| Total | 9,862 | 1,306 | 1,848 | 4,948 | 17,064 | 435,618 32 | 24 72 | |

(a) Inspector of contract surveys. (b) Inspecting contract surveys a portion of the season.

| | |
|---------------|---------------|
| Total cost | \$ 435,618 32 |
| " Mileage | 17,064 00 |
| Cost per mile | \$ 24 72 |

SESSIONAL PAPER No. 19

APPENDIX No. 3.

List of Dominion Land Surveyors who have been supplied with Standard Measures.

| Name. | Address. | Date of Appointment. | Remarks. |
|--------------------------|-----------------------------------|----------------------|---|
| Austin, G. F. | Dewdney, Alta. | April 14, '72. | |
| Aylen, J. | Aylmer, Que. | May 29, '85. | |
| Aylsworth, C. F. | Madoc, Ont. | " 17, '86. | |
| Baker, J. C. | Vermilion, Alta. | " 18, '06. | |
| Barwell, C. S. W. | Dawson, Yukon Territory. | Aug. 21, '94. | |
| Bayne, G. A. | Winnipeg, Man. | April 14, '72. | |
| Beatty, D. | Parry Sound, Ont. | " 14, '72. | |
| Beatty, W. | Delta, Ont. | " 14, '72. | |
| Belanger, P. R. A. | Ottawa, Ont. | May 17, '80. | Topog. Surveys Branch Dept. of Interior. |
| Belleau, J. A. | " | " 15, '83. | Topog. Surveys Branch Dept. of Interior. |
| Bigger, C. A. | " | Mar. 30, '82. | Astronomer, Dept. of Interior. |
| Bolton, L. | Listowel, Ont. | April 14, '72. | |
| Boswell, E. J. | Winnipeg, Man. | Feb. 18, '03. | |
| Bourgeault, A. | St. Jean Port Joli, Que. | Mar. 29, '83. | |
| Bourgault, C. E. | " | Feb. 21, '88. | |
| Bourget, C. A. | Levis, Que. | May 14, '84. | |
| Bowman, H. J. | Berlin, Ont. | Feb. 16, '88. | |
| Brabazon, A. J. | Ottawa, Ont. | May 12, '82. | |
| Brady, J. | Golden, B.C. | April 14, '72. | |
| Bray, S. | Ottawa, Ont. | Nov. 14, '83. | Dept. of Indian Affairs. |
| Bray, E. | Oakville, Ont. | April 14, '72. | |
| Bray, L. T. | Amherstburg, Ont. | Feb. 18, '03. | |
| Bridgland, M. P. | Calgary, Alta. | Mar. 10, '05. | Topog. Surveys Branch Dept. of Interior. |
| Brodie, S. | Fort Qu'Appelle, Sask. | April 14, '72. | |
| Brownlee, J. H. | Victoria, B. C. | " 15, '87. | |
| Burke, W. | Minnedosa, Man. | " 14, '72. | |
| Burnet, H. | Victoria, B.C. | June 22, '85. | |
| Buiwash, N. A. | Whitehorse, Yukon Territory. | Mar. 6, '07. | |
| Burwell, H. M. | Vancouver, B.C. | Feb. 17, '87. | |
| Carbert, J. A. | Medicine Hat, Alta. | May 12, '80. | |
| Carpenter, H. S. | Regina, Sask. | Feb. 29, '01. | Dept. of Public Works for Saskatchewan. |
| Carroll, C. | Prince Albert, Sask. | April 14, '72. | |
| Carson, P. A. | Ottawa, Ont. | Feb. 22, '06. | Topog. Surveys Branch Dept. of Interior. |
| Cantley, R. H. | Edmonton, Alta. | May 1, '05. | |
| Cantley, R. W. | " | Sept. 2, '96. | |
| Cavana, A. G. | Orillia, Ont. | Nov. 16, '76. | |
| Charlesworth, L. C. | Edmonton, Alta. | Feb. 27, '03. | Dept. of Public Works for Alberta. |
| Christie, W. | Chesley, Ont. | Mar. 22, '06. | |
| Cleveland, E. A. | Vancouver, B.C. | June 27, '99. | |
| Côté, J. A. | Quebec, Que. | May 14, '84. | |
| Côté, J. L. | Edmonton, Alta. | Mar. 21, '90. | |
| Cotton, A. F. | New Westminster, B.C. | May 11, '80. | |
| Craig, J. D. | Ottawa, Ont. | Feb. 24, '02. | Boundary Surveys, Dept. of Int. |
| Cummings, J. G. | Calgary, Alta. | " 17, '04. | |
| Dalton, J. J. | Weston, Ont. | April 17, '79. | Dominion Topographical Surveyor. |
| Deans, W. J. | Brandon, Man. | May 13, '86. | |
| Dennis, J. S. | Calgary, Alta. | Nov. 19, '77. | Dominion Topographical Surveyor, Inspector of Irrigation and British Columbia Land Commissioner, C.P.R. |
| Denny, H. C. | " | April 1, '82. | |
| Dickson, H. G. | Whitehorse, Yukon Territory. | May 19, '89. | |
| Dickson, J. | Fenelon Falls, Ont. | April 14, '72. | |
| Dobie, J. S. | Regina, Sask. | Mar. 22, '06. | Dept. of Public Works for Saskatchewan. |

7-8 EDWARD VII., A. 1908

APPENDIX No. 3—List of Dominion Land Surveyors who have been supplied with Standard Measures.—*C* *continued*.

| Name. | Address. | Date of Appointment. | Remarks. |
|-------------------|--------------------------|----------------------|--|
| Doupe, J. | Winnipeg, Man. | April 14, '72. | |
| Doupe, J. L. | " | Oct. 6, '88. | Asst. Land Commissioner C.P.R. |
| Drewry, W. S. | New Denver, B.C. | Nov. 14, '83. | |
| Driscoll, A. | Edmonton, Alta. | Feb. 23, '87. | |
| Drummond, T. | Montreal, Que. | June 24, '78. | Dominion Topographical Surveyor. |
| Ducker, W. A. | Winnipeg, Man. | Mar. 30, '83. | Swamp Land Commissioner. |
| Dumais, P. T. C. | Hull, Que. | " 29, '82. | |
| Edwards, Geo. | Ponoka, Alta. | April 14, '72. | |
| Ellacott, C. H. | Regina, Sask. | Feb. 22, '99. | |
| Fairchild, C. C. | Brantford, Ont. | " 29, '01. | |
| Farncomb, A. E. | Red Deer, Alta. | Mar. 12, '02. | |
| Fawcett, T. | Niagara Falls, Ont. | Nov. 18, '76. | Dominion Topographical Surveyor. |
| Fawcett, A. | Gravenhurst, Ont. | Feb. 22, '93. | |
| Fontaine, L. E. | Levis, Que. | Aug. 13, '92. | |
| Foster, F. L. | Toronto, Ont. | " 14, '72. | |
| Francis, J. | Poplar Point, Man. | June 17, '75. | |
| Garden, J. F. | Vancouver, B. C. | May 13, '80. | |
| Garden, G. H. | Lethbridge, Alta. | April 14, '72. | |
| Garden, C. | Winnipeg, Man. | " 14, '72. | |
| Gauvreaux, L. P. | Riviere du Loup, Que. | " 14, '72. | |
| Gibbon, J. | Dawson, Yukon Territory. | Feb. 12, '91. | |
| Gordon, M. L. | Toronto, Ont. | " 18, '04. | |
| Gordon, R. J. | Stirling, Alta. | Mar. 12, '02. | |
| Gore, T. S. | Victoria, B. C. | April 19, '79. | |
| Green, T. D. | Dawson, Yukon Territory. | May 19, '84. | |
| Grover, G. A. | Toronto, Ont. | Feb. 18, '04. | |
| Harris, J. W. | Winnipeg, Man. | April 14, '72. | City Surveyor, Winnipeg. |
| Harvey, C. | Indian Head, Sask. | Feb. 17, '04. | |
| Hawkins, A. H. | Listowel, Ont. | Mar. 6, '06. | |
| Henderson, W. | Chilliwack, B.C. | Nov. 17, '83. | |
| Holerofit, H. S. | Toronto, Ont. | Feb. 18, '03. | |
| Hopkins, M. W. | Edmonton, Alta. | " 29, '01. | |
| Hubbell, E. W. | Ottawa, Ont. | May 19, '84. | Topographical Surv. Br., Dep. of Int. President of the D. L. S. Association. |
| Irwin, J. M. | Kenora, Ont. | April 14, '72. | |
| James, S. | Toronto, Ont. | " 14, '72. | |
| Jephson, R. J. | Winnipeg, Man. | May 12, '80. | |
| Johnson, A. W. | Kamloops, B.C. | Mar. 12, '02. | |
| King, W. F. | Ottawa, Ont. | Nov. 21, '76. | Dominion Topographical Surveyor, Chief Astronomer, Dept. of Interior. |
| Kirk, J. A. | Revelstoke, B.C. | May 11, '80. | |
| Klotz, O. J. | Ottawa, Ont. | Nov. 19, '77. | Dominion Topographical Surveyor, Astronomer, Dept. of the Interior. |
| Knight, R. H. | Edmonton, Alta. | Feb. 18, '04. | |
| Latimer, F. H. | Detroit, Mich. | " 13, '85. | |
| Laurie, R. C. | Battleford, Sask. | April 27, '83. | |
| Lawe, H. | Ottawa, Ont. | " 14, '72. | |
| Lemoine, C. E. | Quebec, Que. | Mar. 31, '82. | |
| Lendrum, R. W. | Strathcona, Alta. | May 15, '80. | |
| Loneragan, G. J. | Buckingham, Que. | Feb. 28, '01. | |
| Lumsden, H. D. | Ottawa, Ont. | April 14, '72. | Chief Engineer Transcontinental Railway. |
| Macpherson, C. W. | Dawson, Yukon Territory. | Mar. 7, '00. | Director of Surveys Y. T. |
| Magrath, C. A. | Lethbridge, Alta. | Nov. 16, '81. | Dominion Topographical Surveyor, Land Commissioner, Alberta Railway and Coal Co. |
| Malcolm, L. | Blenheim, Ont. | April 14, '72. | |
| Meadows, W. W. | Maple Creek, Sask. | Feb. 23, '05. | District Surveyor and Town Engineer. |
| Miles, C. F. | Toronto, Ont. | April 14, '72. | |
| Moherly, H. K. | Innisfail, Alta. | Feb. 27, '03. | |
| Molloy, J. | Winnipeg, Man. | April 14, '72. | |
| Montgomery, R. H. | Prince Albert, Sask. | Feb. 23, '05. | |
| Moore, H. H. | Calgary, Alta. | " 17, '04. | |
| McArthur, J. J. | Ottawa, Ont. | " 17, '79. | |

SESSIONAL PAPER No. 25

APPENDIX No. 3.—List of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

| Name. | Address. | Date of Appointment. | Remarks. |
|-------------------|---------------------------------|----------------------|---|
| McCull, G. B. | Winnipeg, Man. | Mar. 20, '07 | |
| McFadden, M. | Neepawa, Man. | Feb. 14, '72 | |
| McFarlane, W. G. | Toronto, Ont. | May 19, '05 | |
| McFee, A. | Innisfail, Alta. | Feb. 19, '79 | |
| McGrandle, H. | Wetaskiwin, Alta. | May 30, '83 | |
| McKenna, J. J. | Dublin, Ont. | April 14, '72 | |
| McKenzie, J. | New Westminster, B.C. | Nov. 18, '88 | Dominion Lands Agent, New Westminster. |
| McLatchie, J. | Nelson, B.C. | April 14, '72 | |
| McLean, J. K. | Ottawa, Ont. | 1, '82 | Dept. of Indian Affairs. |
| MacLennan, A. L. | Toronto, Ont. | Feb. 23, '05 | |
| McMillan, G. | Ottawa, Ont. | " 22, '06 | Inspector of Surveys, Dept. of Interior. |
| McPherson, A. J. | Dawson, Yukon Ter. | " 21, '01 | |
| McPhillips, G. | Windsor, Ont. | June 17, '75 | |
| McVittie, A. W. | Blairmore, Alta. | Mar. 30, '82 | |
| Nash, T. S. | Ottawa, Ont. | Feb. 18, '04 | Topographical Surveys Branch, Dept. of Interior. |
| Ogilvie, W. | " | April 14, '72 | |
| O'Hara, W. F. | " | Feb. 19, '95 | |
| Ord, L. R. | Winnipeg, Man. | April 1, '82 | |
| Parsons, J. L. R. | " | Feb. 23, '05 | |
| Patrick, A. P. | Calgary, Alta. | Nov. 19, '77 | Dominion Topographical Surveyor. |
| Pearce, W. | " | May 19, '80 | |
| Phillips, E. H. | Ottawa, Ont. | Feb. 24, '02 | Topographical Surveys Branch, Dept. of Int.; Sec. Treas. D.L.S. Association. |
| Ponton, A. W. | Macleod, Alta. | May 18, '81 | |
| Proudfoot, H. B. | Saskatoon, Sask. | Mar. 28, '82 | |
| Rainboth, E. J. | Ottawa, Ont. | May 19, '81 | |
| Rainboth, G. C. | Aylmer, Que. | April 14, '72 | Boundary Surveys, Dept. of Int. |
| Reid, J. L. | Ottawa, Ont. | " 14, '72 | Dept. of Indian Affairs. |
| Reilly, W. R. | Regina, Sask. | Nov. 17, '81 | |
| Richard, J. F. | Ste. Anne-de-la-Pocatiere, Que. | May 13, '82 | |
| Rinfret, R. | Montreal, Que. | Feb. 29, '00 | |
| Ritchie, J. F. | Nelson, B.C. | Jan. 7, '89 | |
| Robertson, H. H. | Montmagny, Que. | April 14, '72 | |
| Roberts, S. A. | Victoria, B.C. | May 16, '85 | |
| Roberts, V. M. | Sturgeon Falls, Ont. | " 17, '86 | |
| Robinson, F. J. | Regina, Sask. | Feb. 22, '00 | Dept. of Public Works for Saskatchewan. |
| Rombough, M. B. | Morden, Man. | April 14, '72 | |
| Rorke, L. V. | Toronto, Ont. | Aug. 13, '91 | |
| Ross, G. | Welland, Ont. | Nov. 21, '82 | |
| Ross, J. E. | Kamloops, B.C. | Feb. 12, '01 | |
| Roy, G. P. | Quebec, Que. | Nov. 17, '81 | |
| Saint Cyr, J. B. | Ste. Anne de la Pérade, Que. | Feb. 17, '87 | |
| Saint Cyr, A. | Ottawa, Ont. | " 17, '87 | |
| Saunders, B. J. | Edmonton, Alta. | Nov. 16, '84 | |
| Seager, E. | Kenora, Ont. | April 14, '72 | |
| Selby, H. W. | Toronto, Ont. | Nov. 15, '82 | |
| Sewell, H. de Q. | " | May 16, '85 | |
| Shaw, C. A. E. | Victoria, B.C. | " 10, '89 | |
| Smith, C. C. | West Selkirk, Man. | Feb. 22, '06 | |
| Speight, Thos. | Toronto, Ont. | Nov. 16, '82 | |
| Starkey, S. M. | Starkey's P.O., N.S. | April 14, '72 | |
| Stewart, G. A. | Calgary, Alta. | " 14, '72 | |
| Stewart, L. B. | Toronto, Ont. | Nov. 22, '82 | Dominion Topographical Surveyor; Professor of Surveying, School of Practical Science. |
| Stewart, E. | Ottawa, Ont. | April 14, '72 | |
| Talbot, A. C. | Calgary, Alta. | May 13, '89 | |
| Teasdale, C. M. | Concord, Ont. | Mar. 9, '06 | |
| Thompson, W. T. | Fort Qu'Appelle, Sask. | Nov. 19, '77 | Dominion Topographical Surveyor. |
| Tracy, T. H. | Vancouver, B.C. | April 14, '72 | City Engineer, Vancouver. |
| Tremblay, A. J. | Les Eboulements, Que. | Feb. 18, '96 | |
| Towle, C. E. | Magog, Que. | April 14, '72 | |
| Turnbull, T. | Winnipeg, Man. | Mar. 29, '82 | |

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APPENDIX No. 3.—List of Dominion Land Surveyors who have been supplied with Standard Measures.—*Concluded.*

| Name. | Address. | Date of Appointment. | Remarks. |
|------------------------|----------------------|----------------------|---|
| Tyrrell, J. W. | Hamilton, Ont. | Feb. 16, '87.. | |
| Vaughan, J. W. | Vancouver, B.C. | June 11, '78.. | |
| Vicars, J. | Kamloops, B.C. | May 17, '86.. | |
| Walker, E. W. | Regina, Sask. | Mar. 27, '07.. | Dept. of Public Works for Saskatchewan. |
| Wallace, J. N. | Calgary, Alta. | Feb. 20, '00.. | |
| Warren, J. | Walkerton, Ont. | April 14, '72.. | |
| Watt, G. H. | Ottawa, Ont. | Feb. 24, '02.. | |
| Weekes, A. S. | Clinton, Ont. | " 11, '92.. | |
| Weekes, M. B. | Ottawa, Ont. | " 18, '03.. | |
| Wheeler, A. O. | Calgary, Alta. | Nov. 21, '82.. | Topographer of the Dept. of Int. |
| White-Fraser, G. W. R. | Ottawa, Ont. | Feb. 21, '88.. | Dominion Topographical Surveyor. |
| Wiggins, T. H. | Regina, Sask. | " 18, '96.. | |
| Wilkins, F. W. | Norwood, Ont. | May 18, '81.. | Dominion Topographical Surveyor. |
| Wilkinson, W. D. | Toronto, Ont. | Feb. 22, '93.. | |
| Woods, J. E. | Frank, Alta. | Nov. 14, '85.. | |
| Young, W. B. | Winnipeg, Man. | Mar. 23, '05.. | |

APPENDIX No. 4.

List of lots in the Yukon Territory surveys of which have been confirmed from July 1st, 1906, to March 31st, 1907.

| Lot No. | Area in Acres. | Surveyor. | Year of Survey. | Date of Approval. | Claimant. |
|--------------|----------------|---------------------|-----------------|-------------------|---------------------------------------|
| GROUP No. 1. | | | | | |
| 35 | 160.00 | C. S. W. Barwell... | 1906 | Nov. 24, 1906.. | Messrs. Simer, McRae, Boggs & Carlsen |
| 36 | 80.00 | " | 1906 | " 24, 1906.. | " " " " |
| 37 | 159.00 | " | 1906 | " 24, 1906.. | " " " " |
| 38 | 20.00 | " | 1906 | " 24, 1906.. | " " " " |
| 39 | 20.60 | " | 1906 | " 24, 1906.. | " " " " |
| GROUP No. 2. | | | | | |
| 265 | 15.80 | T. D. Green.... | 1906 | Nov. 12, 1906.. | The Klondike Mines R. R. Co. |
| 279 | 28.01 | " | 1906 | July 5, 1906.. | Dawson City Quartz Mining Co. Ltd. |
| 280 | 45.80 | " | 1906 | " 9, 1906.. | " " " " |
| 296 | 51.52 | " | 1906 | Oct. 19, 1906.. | Peter Anderson. |
| 297 | 51.65 | " | 1906 | " 19, 1906.. | " " " " |
| 343 | 47.33 | " | 1906 | " 30, 1906.. | Mrs. M. J. Mitchell. |
| 344 | 57.65 | " | 1906 | " 30, 1906.. | " " " " |
| 365 | 51.65 | " | 1905-06 | " 19, 1906.. | Mrs. L. D. Schmidt. |

APPENDIX No. 5.

List of miscellaneous surveys in the Yukon Territory returns for which have been received during the nine months ending March 31st, 1907.

| Year. | Surveyor. | Description of Survey. |
|-------|-------------------------|---|
| 1906 | H. G. Dickson | Reference traverse from the B. C. Boundary at Windy Arm to Carcross, at Caribou Crossing. |

APPENDIX No. 6.

STATEMENT of work executed in the office of the chief draughtsman.

Returns of surveys examined:—

| | |
|--|-------|
| Township subdivision. | 354 |
| Township outline. | 122 |
| Mineral claims. | 17 |
| Correction and other miscellaneous surveys. | 256 |
| Township plans completed for printing. | 451 |
| Preliminary township plans prepared. | 179 |
| Proofs of plans examined. | 541 |
| Sketches made. | 946 |
| Tracings and miscellaneous plans made. | 718 |
| Applications for various information dealt with. | 1,026 |
| Instructions to surveyors. | 86 |
| Files received and returned. | 940 |
| Progress sketches received and filed. | 630 |
| Field books received from surveyors. | 365 |
| Plans received from surveyors. | 169 |
| Plans of Yukon lots received. | 13 |
| Plans of miscellaneous Yukon surveys received. | 1 |
| Sectional maps revised but not reprinted. | 5 |

Sectional maps revised and reprinted:—

| | |
|----------------------------|----|
| 3 miles to 1 inch. | 22 |
| 6 miles to 1 inch. | 24 |

Sectional maps printed:—

| | |
|---|-------|
| 3 miles to 1 inch. | 2 |
| 6 miles to 1 inch. | 3 |
| Sectional maps reprinted 3 miles to 1 inch. | 6 |
| Declarations of settlers received and filed. | 382 |
| Reference traverses drawn on group plans of Yukon Territory. | 1 |
| Mineral claims reduced to 40 chains to an inch and plotted on group plans of Yukon Territory. | 2 |
| Books sent to record office to be placed on record. | 649 |
| Plans, other than township plans, sent to record office to be placed on record. | 81 |
| Books received from record office and used in connection with office work. | 3,446 |
| Books returned to record office. | 3,586 |
| Volumes of plans received from record office and used in connection with office work. | 38 |
| Volumes of plans returned to record office. | 54 |
| Plans received from record office and used in connection with office work. | 372 |
| Plans returned to record office. | 303 |

APPENDIX No. 7.

LIST of sectional maps revised, printed, reprinted, and revised and reprinted from July 1, 1906, to March 31, 1907.

1. Sectional maps revised but not reprinted:—

| | |
|-------------|----------------|
| Port Moody. | Rosebud. |
| Cypress. | Duck Mountain. |
| Fairford. | |

2. Sectional maps compiled and printed.

(a) On a scale of 6 miles to 1 inch:—

Lake of the Woods.

(b) On scales of 3 miles and 6 miles to 1 inch:—

| | |
|-------------|----------------|
| Cross Lake. | Mossy Portage. |
|-------------|----------------|

3. Sectional maps reprinted on a scale of 3 miles to 1 inch:—

| | |
|------------|-----------------------|
| Macleod. | Rocky Mountain House. |
| Blackfoot. | Humbolt. |
| Rush Lake. | Pasquia. |

4. Sectional maps revised and reprinted.

(a) On a scale of 3 miles to 1 inch:—

| | |
|-----------------|----------------------|
| Wood Mountain. | Portage la Prairie. |
| Willow Bunch. | Red Deer Forks. |
| Souris. | Regina. |
| Dufferin. | Qu'Appelle. |
| Swift Current. | Riding Mountain. |
| Moosejaw. | Manitoba House. |
| Moose Mountain. | Fort Alexander. |
| Brandon. | Sounding Creek. |
| Bad Hills. | Fort Pitt. |
| Yorkton. | Shell River. |
| Carlton. | Prince Albert North. |

(b) On a scale of 6 miles to 1 inch:—

| | |
|---------------------|-----------------------|
| Wood Mountain. | Winnipeg. |
| Souris. | Spillimacheen. |
| Turtle Mountain. | Blackfoot. |
| Dufferin. | Red Deer Forks. |
| Emerson. | Rush Lake. |
| Macleod. | Regina. |
| Moose Mountain. | Qu'Appelle. |
| Portage la Prairie. | Riding Mountain. |
| Manitoba House. | Yorkton. |
| Fort Alexander. | Rocky Mountain House. |
| Sounding Creek. | Humbolt. |
| Bad Hills. | Pasquia. |

SESSIONAL PAPER No. 25

APPENDIX No. 8.

STATEMENT of work performed in the survey records office for the nine months ending
March 31, 1907.

| | |
|---|--------|
| Files received and dealt with. | 5,307 |
| Letters drafted. | 3,118 |
| Reports, drafts, memos to council. . . . . | ..... |
| Plans, tracings, &c., copied or compiled. | 315 |
| Statutory declarations, copied and mailed. | 356 |
| Plans sent to agents, registrars, &c. | 19,911 |
| Pages of field notes copied. | 875 |
| Prints of plans received and stored. | 87,112 |
| Original plans received and recorded. | 657 |
| Original field notes received and recorded. | 540 |
| Letters written to agents. | 958 |
| Registered parcels mailed. | 1,281 |

Work done for Topographical Surveys and other branches.

| | |
|-------------------------------|-------|
| Books searched for. | 5,028 |
| Books sent. | 3,394 |
| Books returned. | 3,920 |
| Plans searched for. | 1,789 |
| Plans sent. | 1,421 |
| Plans returned. | 514 |
| Volumes searched for. | 86 |
| Volumes sent. | 55 |
| Volumes returned. | 45 |

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APPENDIX No. 9.

STATEMENT of work executed in the photographic office during the nine months ending
March 31, 1907.

FOR THE DEPARTMENT OF THE INTERIOR.

| — | 4 x 5. | 5 x 7. | 8 x 10. | 10 x 12. | 11 x 14. | 16 x 18. | 18 x 20. | 24 x 30. | 30 x 36. | 36 x 42. | 42 x 48. | Total. |
|---------------------|--------|--------|---------|----------|----------|----------|----------|----------|----------|----------|----------|--------|
| Dry plate negatives | 328 | 204 | 6 | | | | | | | | | 538 |
| Bromide prints... | 375 | 317 | 127 | | 571 | 12 | 91 | 131 | 14 | 12 | | 1,650 |
| Vandyke prints.... | | | 49 | 3 | 79 | 5 | 27 | 27 | 8 | 3 | 13 | 214 |
| Silver prints..... | 906 | 692 | | | | | | | | | | 1,598 |
| Photo-lithographs.. | | | | | 6 | | 648 | | | | | 654 |
| Wet plate negatives | | | 66 | | 82 | 616 | 94 | | | | | 858 |
| Total..... | 1,609 | 1,213 | 248 | 3 | 738 | 633 | 860 | 158 | 22 | 15 | 13 | 5,512 |

FOR THE GEOLOGICAL SURVEY.

| — | 4 x 5. | 5 x 7. | 8 x 10. | 10 x 12. | 11 x 14. | 16 x 18. | 18 x 20. | 24 x 30. | 30 x 36. | 36 x 42. | 42 x 48. | Total. |
|---------------------|--------|--------|---------|----------|----------|----------|----------|----------|----------|----------|----------|--------|
| Dry plate negatives | 30 | 135 | | | | | | | | | | 165 |
| Bromide prints.... | | | 4 | | 232 | 6 | | | | | | 242 |
| Silver prints..... | 19 | 249 | | | | | | | | | | 268 |
| Wet plate negatives | | | | | 1 | 1 | | | | | | 2 |
| Total..... | 49 | 384 | 4 | | 233 | 7 | | | | | | 677 |

SESSIONAL PAPER No. 25

APPENDIX No. 10.

STATEMENT of work executed in the lithographic office during the nine months ending March 31, 1907.

| Month. | Maps. | | Townships. | | Forms. | |
|-----------------|-------|---------|------------|---------|--------|---------|
| | No. | Copies. | No. | Copies. | No. | Copies. |
| 1906. | | | | | | |
| July | 5 | 2,150 | 60 | 6,000 | 1 | 140 |
| August | 4 | 1,200 | 35 | 3,500 | 9 | 5,925 |
| September | 5 | 2,300 | 55 | 5,500 | 6 | 925 |
| October | 19 | 6,250 | 73 | 7,300 | 5 | 1,280 |
| November | 6 | 1,950 | 63 | 6,300 | 6 | 4,580 |
| December | 3 | 1,950 | 59 | 5,900 | 9 | 5,760 |
| 1907. | | | | | | |
| January | 7 | 3,800 | 105 | 10,500 | 5 | 2,026 |
| February | 9 | 6,300 | 55 | 5,500 | 7 | 824 |
| March | 3 | 662 | 35 | 3,500 | 8 | 3,950 |
| Totals | 64 | 26,562 | 540 | 54,000 | 56 | 25,410 |

SUMMARY OF WORK FOR THE NINE MONTHS.

| | Number of Jobs. | Number of Copies. | Number of Impressions. | Cost. | Cost per map or form. |
|-----------------|-----------------------|-------------------------|------------------------------|----------|-----------------------------|
| | | | | § cts. | § cts. |
| Maps | 64 | 26,562 | 45,686 | 1,319 40 | 20 61 |
| Townships | 540 | 54,000 | 54,500 | 3,715 20 | 6 88 |
| Forms, &c. | 56 | 25,460 | 28,670 | 631 40 | 11 27 |
| Totals | 660 | 106,022 | 128,856 | 5,666 00 | |

APPENDIX No. 11.

Names and duties of employees of the Topographical Surveys Branch at Ottawa.
(Metcalfe street, corner of Slater street).

Deville, E., D.T.S., LL.D., Surveyor General.

CORRESPONDENCE AND ACCOUNTS.

Brady, M., secretary.
Hunter, R. H., accountant.
Wilkinson, Percy, assistant accountant.
Percival, M. F., stenographer and typewriter.
Cullen, M. J., stenographer and typewriter.
Pegg, A., messenger.
O'Leary, James J., messenger.

OFFICE OF THE CHIEF DRAUGHTSMAN.

Symes, P. B., chief draughtsman.
Shanks, T., B.A.Sc., D.L.S., assistant to chief draughtsman.

First Division—Instructions and General Information.

Brown, T. E., B.A., in charge of division.
Stacey, A. G., B.A., D.L.S., O.L.S.
Sylvain, J.
Green, W. T., B.A., D.L.S.
Durnford, F. G. D.
Weekes, M. B., B.A.Sc., O.L.S., D.L.S.
Mudie, J. M., Grad. R.M.C.
Carroll, M. J., Grad. S.P.S.
Cumming, A. L., B.Sc.
Seymour, H. L., Grad. S.P.S., D.L.S., O.L.S.
Umbach, J. E., Grad. S.P.S., D.L.S.
Dodge, G. B.
Burkholder, E. L.
Fitzgerald, C. C.
Kimpe, M.

Second Division—Examination of Surveyors' Returns.

Phillips, E. H., Grad. S.P.S., D.L.S., in charge of division.
Nash, T. S., Grad. S.P.S., D.L.S.
Empey, J., B.A.Sc., D.L.S., O.L.S.
Henderson, F. D., Grad. S.P.S., D.L.S.
Barber, H. G., Grad. S.P.S.
Burgess, E. L., Grad. S.P.S., O.L.S., D.L.S.
Hill, S. N., Grad. S.P.S.

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Dennis, E. M., B.Sc.
 Elder, A. J., Grad. S.P.S.
 Morrier, J. E.
 Chilver, H. L., Grad. S.P.S.
 McClennan, W. D.
 Cram, A. S.
 Owens, R. B., B.A., B.E.
 Davies, T. A., D.L.S.
 Elwell, W., Grad. S.P.S.
 Roger, A.
 Clunn, T. H. G.
 Robertson, D. E., Grad. S.P.S.
 Goodall, J. N., Grad. S.P.S.
 Heathcott, R. V.
 Rochon, J. W.
 Macdonald, J. A.
 Spreckley, R. O.
 Marriott, F. L.
 Brice, E. E.
 Smith, C. C., B.A., D.L.S., O.L.S.

Third Division—Drawing Plans for Printing.

Engler, Carl, B.A., D.L.S., in charge of division.
 O'Connell, J. R.
 May, J. E.
 Archambault, E.
 Helmer, J. D.
 Moule, W. J.
 Bergin, W.
 Hutton, J. B.
 Moran, J. E.
 Villeneuve, E. J.
 Brown, A.
 Tremblay, A.
 Ball, J. C.
 Shore, S. H.
 Williams, E. R.

Fourth Division—British Columbia Surveys.

Rowan-Legg, E. L., in charge of division.
 Gillmore, E. T. B., Grad. R.M.C.
 Lawe, H., D.L.S.
 Morley, R. W.
 MacIlquham, W. L., B.Sc.
 Weld, W. E.
 Wilson, E. E. D.
 Carson, P. A., B.A., D.L.S.

Fifth Division, 185 Sparks street—Mapping.

Smith, Jacob, in charge of division.
 Bégin, P. A.
 Lepage, J. B.

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Blanchet, A. E.
 Grey, G. A.
 Davies, T. E. S.
 Belleau, J. A., D.L.S.
 Taggart, C. H.
 Perrin, V.
 Smith, H. J.
 Genest, P. F. X.

OFFICE OF THE GEOGRAPHER.

(Woods building, Slater street).

White, J., geographer.
 Baine, H. E.
 Chalifour, J. E.
 Dumouchel, G. E.
 Taché, H.
 Darrach, M.
 Wilson, H. W.
 Akerlindb, A.
 Anderson, W.
 Blatchley, H. M.
 Bennie, J.
 Wood, C. G.
 Craig, R. W.
 Chandler, S.
 Groulx, A.
 Gagnon, J. S.
 Inkster, F. B.
 Blue, W.

SURVEY RECORDS OFFICE.

(Canadian building, Slater street).

Steers, C. J., clerk in charge.
 Currie, P. W., B.A., B.Sc., D.L.S., assistant clerk in charge.
 Surtees, W. S., draughtsman.
 Sowter, T. W. E., draughtsman.
 Smith, F. W., draughtsman.
 Routh, C. F., draughtsman.
 Ashton, A. W., draughtsman.
 Lecourt, Eugène, draughtsman.
 Moore, R. T., draughtsman.
 Lambert, O. H., draughtsman and typewriter.
 Belleau, Eugène, draughtsman.
 Yielding, Miss A., typewriter.
 Landry, Narcisse, messenger.

LITHOGRAPHIC OFFICE.

(Metcalfe street, corner of Slater street).

Moody, A., foreman.
 Thicke, H., power press printer.
 Bergin, J., transferrer.

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Boyle, S., stone polisher.
Gagnon, J., press feeder.
Thicke, C., engraver and lithographer.

PHOTOGRAPHIC OFFICE.

(Metcalf street, corner of Slater street).

Topley, H. N., photographer in charge.
Carruthers, H. K., photo-lithographer and photo-engraver.
Woodruff, J., photographer.
Whitecomb, H. E., photographer.
Morgan, W. E., photographer.
Kilmartin, A., photographer.
Devlin, A., photographer.
Ouimet, Geo., photographer.

GEOGRAPHIC BOARD.

(Woods building, Slater street).

Whitcher, A. H., D.L.S., secretary.

PART IV

REGISTRARS

REGISTRARS.

No. 1.

REPORT OF THE REGISTRAR AT BATTLEFORD.

STATEMENT of transactions at the Land Titles Office for the West Saskatchewan Land Registration District, Battleford, Sask., from July 1, 1906, to September 7, 1906.

| Year and Month. | Free Certificates Issued. | Total Certificates Issued. | Total Instruments Registered. | FEES COLLECTED. | | | | TOTAL FEES. |
|-------------------------|---------------------------|----------------------------|-------------------------------|----------------------------|----------------------------------|--------------------------------------|--------------------|-------------|
| | | | | For Certificates of Title. | For Registration of Instruments. | For Searches, Abstracts, Copies, &c. | For Assurance Fee. | |
| 1906. | | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July..... | 64 | 93 | 122 | 114 50 | 87 00 | 90 85 | 110 75 | 403 10 |
| August..... | 24 | 66 | 83 | 157 00 | 42 50 | 54 40 | 109 10 | 363 00 |
| Sept. (1st 7 days) | 7 | 16 | 23 | 39 00 | 11 50 | 17 50 | 35 85 | 193 85 |
| Totals..... | 95 | 175 | 228 | 310 50 | 141 00 | 162 75 | 255 70 | 869 95 |
| 1905 (same period)..... | 5 | 49 | 66 | 165 00 | 24 00 | 49 50 | 124 97 | 363 47 |
| Increase | 90 | 126 | 162 | 145 50 | 117 00 | 113 25 | 130 73 | 506 48 |

J. W. HANNON,
Registrar.

No. 2.

REPORT OF THE REGISTRAR AT CALGARY.

COMPARATIVE STATEMENT of registrations, &c., &c., in the Land Titles Office, South Alberta Land Registration District, Calgary, from July 1, to September 7, 1906.

| Year and Month. | Number of Instruments Registered. | Free Certificates Only. | Aggregate Number of Certificates. | Assurance Fees. | Total Fees. |
|-----------------|-----------------------------------|-------------------------|-----------------------------------|-----------------|-------------|
| 1906. | | | | § cts. | § cts. |
| July..... | 1,011 | 284 | 778 | 1,802 35 | 4,894 45 |
| August..... | 1,335 | 333 | 1,036 | 1,263 95 | 4,573 15 |
| September..... | 212 | ..... | 116 | 260 30 | 869 05 |
| | 2,558 | 617 | 1,930 | 3,326 60 | 10,336 65 |
| 1905. | | | | | |
| July..... | 598 | 132 | 415 | 459 20 | 1,886 50 |
| August..... | 670 | 154 | 482 | 658 65 | 2,245 55 |
| September..... | 115 | ..... | 75 | 160 65 | 502 85 |
| | 1,383 | 286 | 970 | 1,278 50 | 4,624 90 |

W. ROLAND WINTER,

Registrar.

CALGARY, ALBERTA.

No. 3.

REPORT OF THE REGISTRAR AT DAWSON.

LAND TITLES OFFICE,
DAWSON, Y.T., April 8, 1907.

The Secretary,
Department of the Interior,
Ottawa, Ont.

SIR.—According to your circular of March 18, 1907, I have the honour to acknowledge the same, and to inclose at your request the report of the transactions of my branch of the department for the fiscal nine months ending March 31, 1907.

Your obedient servant,

A. DUGAS,
Deputy Registrar.

STATEMENT of fees received at the Land Titles Office for the Yukon Land Registration District, from July 1, 1906, to March 31, 1907.

| Year and Month. | Deeds Recorded. | Certificates of Title Issued. | Fees. | Assurance Fund. | Total Fees. |
|--------------------|-----------------|-------------------------------|----------|-----------------|-------------|
| | | | § cts. | § cts. | § cts. |
| 1906, July | 72 | 39 | 320 75 | 46 80 | 367 55 |
| " August | 54 | 37 | 271 48 | 19 82 | 291 30 |
| " Sept. | 74 | 38 | 313 40 | 28 20 | 341 60 |
| " October | 47 | 26 | 204 15 | 13 00 | 217 15 |
| " Nov. | 36 | 19 | 173 85 | 2 60 | 176 45 |
| " Dec. | 18 | 14 | 102 60 | 4 55 | 107 15 |
| 1907, Jan. | 20 | 4 | 65 80 | 2 10 | 67 90 |
| " Feb. | 23 | 30 | 86 65 | 4 65 | 90 70 |
| " March. | 90 | 55 | 466 10 | 10 65 | 476 75 |
| | 434 | 262 | 2,004 78 | 131 77 | 2,136 55 |

Certified true and correct.

A. DUGAS,
Deputy Registrar.

No. 4.

REPORT OF THE REGISTRAR AT EDMONTON.

NORTH ALBERTA LAND REGISTRATION DISTRICT,
EDMONTON, ALBERTA, July 27, 1907.

The Secretary,
Department of the Interior,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith statement covering returns of this office from June 30, 1906, up to and including September 7, 1906, the latter being the date at which this office passed under the provincial government of Alberta.

I have the honour to be, sir,

Your obedient servant,

GEO. ROY,
Registrar.

STATEMENT of fees received by the Registrar of the North Alberta Land Registration District, from July 1, 1906, to September 7, 1906.

| Month. | Amount. | Total. |
|--------------------------------|----------|-----------|
| | § cts. | § cts. |
| July.. | 5,102 15 | |
| August.. | 4,326 65 | |
| 1st to 7th September | 1,003 10 | |
| | | 10,431 90 |

NOTE.—The sum of \$100, due by the City of Edmonton for searches made during the above period, was received on the 24th July, 1907, and will appear in Statement of 1907-08.

GEO. ROY,
Registrar.

No. 5.

REPORT OF THE REGISTRAR AT PRINCE ALBERT.

REPORT of the East Saskatchewan Land Registration District, from July 1, 1906,
to September 7, 1906, inclusive.

| Month. | No. of Instruments | No. free Certificates Issued. | Total No. Certificates Issued | Assurance Fees. | General Fees. | Total Fees. |
|----------------------|-----------------------|-------------------------------------|-------------------------------------|--------------------|------------------|-------------|
| | | | | § cts. | § cts. | § cts. |
| July..... | 488 | 30 | 280 | 422 10 | 1,357 00 | 1,779 10 |
| August..... | 670 | 167 | 466 | 484 05 | 1,496 45 | 1,980 50 |
| 7 days, September .. | 96 | 19 | 71 | 97 15 | 249 75 | 346 90 |
| Total | 1,254 | 216 | 817 | 1,003 30 | 3,103 20 | 4,106 50 |

This shows an increase over the corresponding period of 1905 of \$584.70 in the insurance fund fees, \$1,068 in the total fees.

Certified correct,

S. BREWSTER,

Registrar.

No. 6.

REPORT OF THE REGISTRAR AT REGINA.

REGISTRATION DISTRICT OF ASSINIBOIA, LAND TITLES OFFICE,
REGINA, SASK., March 25, 1907.

The Secretary,
Department of the Interior,
Ottawa, Ont.

SIR,—I beg to report as follows regarding the work of the Land Titles Office for the Assiniboia Land Registration district for the portion of the year between June 30, 1906, and September 8, 1906, both dates exclusive, being the final report of the work of this office to the Department of the Interior, and embracing the period not included in previous reports. The following is a statement of fees received during the said period:—

| | |
|-------------------------|-------------|
| July. | \$8,538 30 |
| August. | 8,049 60 |
| To September 8. | 1,654 75 |
| | <hr/> |
| | \$18,242 65 |

In connection with this total, there has already been sent to your department the usual detailed monthly, and in this case, also a portion of the monthly statement, which will be found to verify these details and will give such details as to the amount of the assurance fund, &c., that may be required by you.

During this portion of time the average number of free certificates were issued, besides which the volume of free work done for the then territorial government, kept constantly increasing, with the result that the Registrar found it almost impossible to keep up the work as it should have been kept up.

I have the honour to be, sir,

Your obedient servant,

F. F. FORBES,

Registrar.

PART VI

ROCKY MOUNTAINS PARK OF CANADA.

ROCKY MOUNTAINS PARK OF CANADA.

REPORT OF THE SUPERINTENDENT.

BANFF, ALBERTA, August 1, 1907.

The Hon. FRANK OLIVER,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit for your consideration my annual report as Superintendent of the Rocky Mountains Park of Canada for the fiscal year ending March 31, 1907.

Owing to the change in the ending of the fiscal year from June 30 to March 31, we have only had nine months during the past year, and out of this have only had about four months during which work of construction and repairs could be carried on in the park. The time during which this work could be carried on with profit extended from July 1 to October 31, though during the winter months a number of men were employed in making sewer and water connections.

The increasing popularity of the park is evidenced by the largely increased number of tourists who have visited it, the travel for the nine months of the fiscal year showing an increase over that of the preceding twelve months. The revenue of the park also shows a marked increase over the corresponding nine months of the previous year.

ROADS, BRIDGES, ETC.

After the work on the waterworks and sewer systems was completed last fall, the streets were left in such a condition as to necessitate regrading in almost the entire town limits. The main street in Banff has all been regraded and gravelled and boulevards eight feet in width have been constructed on each side of the street for two blocks, and seeded with Kentucky blue grass and clover, which makes it present a much more attractive appearance than formerly.

As a large number of cottages and residences were erected during the past year, this necessitated the opening up and grading of new streets, so that the work of 1906-7 consisted largely of repairs and construction of new streets in the village.

The road leading from the Canadian Pacific Railway station to the Canadian Pacific Railway hotel, a distance of one and a half miles, has been newly graded. New culverts have been put in of vitrified sewer pipes to replace the old structures of logs, which had been in use for a number of years and were in such a decayed condition as to be unfit for further use. The bridge leading over the Bow river, 360 feet in length, was newly planked the entire distance, and both the Bow and Spray River bridges have been repaired.

At Laggan, two miles of new road was added to the road leading from Lake Louise to Moraine lake, or the Valley of the Ten Peaks. This road is now completed and in good condition for a distance of nine miles from Lake Louise, and has been very extensively used the entire length during the past season. It has been described by many tourists as one of the most picturesque drives in the whole of the National Park. There is still a gap of about four miles to complete this drive to Moraine lake, which we hope to carry to completion during the next year, provided the funds are available. A portion of the road from the railway station at Laggan to the Chalet

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at Lake Louise was gravelled during the year, but owing to the heavy rainfall and the large amount of traffic on it, it was necessary to do considerable repairs, an addition having been made at the Chalet, necessitating the hauling of the material over this road during the rainy season.

The road in the eastern portion of the park, or what has been described as the Coaching Road, between Calgary and Banff, has received particular attention during the past year. The principal work done was at what is known as 'The Gap,' or the entrance of the mountains, where for a distance of half a mile the road had to be constructed out of the solid rock. Consequently the distance constructed constituted nearly the whole season's work at this point. The most difficult part of this work has been completed, and with a good appropriation next year we hope to have the park portion of the road in good condition.

In Yoho Park, the principal work done was a continuation of the carriage drive up the Yoho valley to Takakaw falls. This road has now been completed for a distance of about seven miles. About two miles were constructed during the present year. Owing to the nature of the ground, it being covered with boulders, a great deal of blasting had to be done, which made progress very slow.

A portion of the Emerald Lake road had to be cribbed, in consequence of erosion by high water in the Kicking Horse river. Considerable work had also to be done on the Ottertail carriage road, caused by washouts during the spring when the snow slides were coming down.

All the roads and bridges in the park have been carefully attended to and are in first-class condition. During the year there have been no delays or accidents reported or complaints made as to the condition of the roads, owing to a careful and frequent inspection.

THE CAVE AND BASIN, AND UPPER HOT SPRINGS.

Notwithstanding the additions that have been made in past years to the cave and basin and the opening of the bath-houses at the upper hot springs, we have found it necessary to make additions to both during the year. Twelve additional dressing rooms have been added to each of these places, making in all fifty-six dressing rooms now in use. This accommodation has proved, during the past year, entirely inadequate, as intending bathers have in some cases been compelled to wait for hours before they could secure dressing accommodation. The question of providing increased bathing accommodation is one which will have to be carefully considered in the near future, as it will necessarily involve considerable expense.

For the month of July last year there were nearly eight thousand baths taken, which goes to show the increasing popularity of these baths. This also shows the absolute necessity of increased bathing facilities. The revenue which is being derived from this source will warrant the government in making a very liberal grant for this purpose. The revenue from baths during the past nine months will show an increase of about 25 per cent over that of any previous year in the history of the park. I would suggest that a competent architect who is familiar with the construction of other bathing health resorts, be sent here to prepare up-to-date plans for a large addition at the upper hot springs, for a building that would be suitable for ten or fifteen years hence, and that a complete bathing establishment be erected at as early a date as possible. A new pool will also be required to be added at the cave and basin. This can be supplied with the surplus water at the cave which now flows down the bank to the river. As the revenue from these sources has increased so rapidly, I feel that the government would be justified in expending a reasonable amount of money in providing additional accommodation for what has always been one of the chief attractions of the park.

I reproduce for ready reference the analysis made by A. McGill, government analyst, of the water from the springs:—

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| | Millegrammes per litre. | Grains per gallon. |
|--|----------------------------|-----------------------|
| Chlorine (in chloride) | 6.0 | 0.42 |
| Sulphuric acid (SO) | 550.0 | 38.50 |
| Silica (SiO) | 33.0 | 2.31 |
| Lime (CaO) | 355.0 | 24.85 |
| Magnesia (MgO) | 69.5 | 4.87 |
| Alkalies (expressed in terms of Na ₂ O) | 8.9 | 0.62 |
| Lithium | A decided trace. | Trace. |
| Sulphuretted hydrogen (H ₂ S) | 4.3 | 0.30 |
| Temperature of water | 115.5° F. | |
| Albuminoid nitrogen | None. | None. |

MUSEUM.

During the past year the number of visitors who registered at the museum was over eight thousand, besides a great many others who visit it without registering. These visitors, as will be seen by the table of registration, come from almost every part of the globe. A number of additions have been made to the collection during the past year. About 150 varieties of bird specimens have been added, besides several animal specimens. A large amount of work has been done in connection with levelling and clearing the grounds. Rustic seats have been placed at intervals among the trees, and the wisdom of providing this accommodation is evidenced by the large number of people who are seen daily enjoying the cool breezes and genial shade along the Bow river. The museum and grounds form one of the most attractive and interesting spots in the park for visitors, and many are the expressions of admiration heard at the fine collection of specimens in the museum.

THE AVIARY.

All the pheasants have done remarkably well during the past year, and no loss has occurred, notwithstanding the severe weather of last winter. A satisfactory increase has been made by each variety. There are at present eight varieties, including Japanese golden, Japanese copper, Mongolians, English silver, English ringnecks, Prince of Wales, Reeves, Lady Amherst and common. It is also intended to add a complete collection of the grouse family, native to western Canada, arrangements for which have already been made. A new aviary for the accommodation of these birds will be built, as the expense of caring for these is so slight in comparison to the interest which they are to travellers and visitors to the park.

The new eagle cage recently completed is considered one of the finest on the continent, and visitors say that it is superior to anything of its kind in any of the parks of New York or Chicago. The two golden eagles in the cage are very fine specimens of the kind and are a source of attraction to visitors.

Three specimens of wild geese have been secured and are doing well, but so far have failed to increase.

THE FAUNA OF THE PARK.

The diary kept by the caretaker for the nine months shows that no less than 12,000 persons passed through the gates of the animal paddock during that time. This is a greater number than passed through the gates during any previous twelve months. This section of the park is becoming yearly an ever increasing attraction. The only additions made during the year, outside of natural increase, were a pair of raccoons, a pair of lynx, one porcupine and one kit fox. The herd of buffalo now numbers 79, an increase of 18 during the year. They are all in a healthy and thriving condition,

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and there has been no loss during the year. The elk and moose, as will be seen by the table below, have made a very satisfactory increase. In fact, all the animals in the paddock have done particularly well during the year. There has been no loss whatever except among the mule deer, the loss in which was seven, due to the extreme cold and deep snow of last winter, allowing the coyotes to destroy that number. We were, however, successful in poisoning and trapping seven coyotes which had got within the inclosure, and it is hoped that in future no further depredations will be made by these animals. As already pointed out by last year's report, arrangements are being completed by which the transfer of all the caged animals now in the buffalo inclosure will be made to permanent cages constructed of iron and cement, within the museum grounds. These cages are well under construction, and the animals will all be transferred before next winter sets in, when they will receive much better care and attention than in the past, as the sanitary conditions in regard to their cages will be greatly improved by water and sewer connections.

The whole of the fence around the animal inclosure for a distance of three miles has been renewed with new posts during the year, the old posts having become decayed and considered unsafe, after nine years of use. During the year two wolves were donated to the Brandon Agricultural Society.

The total number of animals, with the increase, now in captivity in the park is as follows:—

| | | | |
|-----------------------|-----|------------------------|----|
| Buffalo..... | 79 | Increase for year..... | 18 |
| Moose..... | 15 | " "..... | 3 |
| Elk..... | 11 | " "..... | 3 |
| Mule deer..... | 7 | Decrease "..... | 7 |
| Persian sheep..... | 4 | Increase "..... | 0 |
| Angora goats..... | 6 | " "..... | 1 |
| Mountain lions..... | 2 | " "..... | 0 |
| Bears..... | 3 | " "..... | 1 |
| Wolves..... | 2 | " "..... | 0 |
| Coyotes..... | 3 | " "..... | 0 |
| Badgers..... | 2 | " "..... | 0 |
| Foxes..... | 3 | " "..... | 0 |
| Great horned owl..... | 1 | " "..... | 0 |
| Raccoons..... | 2 | " "..... | 0 |
| Lynx..... | 2 | " "..... | 0 |
| Porcupine..... | 1 | " "..... | 0 |
| Total..... | 143 | ..... | 33 |

THE FLORA OF THE PARK.

During the past year a large number of botanical students have visited the park and have been greatly attracted by the profusion and variety of the flora found here. There is no place on the continent which offers a greater field for botanical research, as the wild flowers to be found in different parts of the park include almost every known flower to be found in this latitude. Lovers of nature find here an almost endless variety of colour and perfume, which to them is both a pleasure and a delight. The season for flowers is short and commences as soon as the snow disappears in the spring. Change succeeds change with bewildering rapidity, for in a few days you pass through as many climates and floras, ranged one above another, as you would in walking along the low lands to the Arctic ocean, some in dry, breezy situations, others sheltered and kept moist by lakes, streams and wafting of waterful spray, making comfortable homes for plants widely varied.

Even the majestic canyon cliffs, seemingly absolutely flawless for thousands of feet, and necessarily doomed to eternal sterility, are cheered with happy flowers on invisible niches and ledges, wherever the slightest grip for a root can be found, as if nature, like an enthusiastic gardener, could not resist the temptation to plant flowers everywhere. Many interesting ferns are distributed over the park from the foothills to a little above the timber line. Thousands of the most interesting gardens in the park are never seen, for they are small and lie far up in ledges and terraces of the

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sheer canyon walls, wherever a strip of soil however narrow and shallow can rest. The birds, winds and down-washing rains have planted them with all sorts of hardy mountain flowers, and where there is sufficient moisture they flourish in profusion within eight or ten feet of a snow bank. You may see belated ferns unrolling their fronds in September, on ground that has been free from snow only eight or ten days and likely to be covered again within a few weeks. Again, under favourable conditions, Alpine gardens three or four thousand feet higher than the last are in their prime in June, while at a distance of a few hundred yards would be found a heavy avalanche of snow, showing flowery summer on one side and winter on the other. At Lake Louise the *trollius laxus* with its white or pink petals and its delicate green leaves, springs forth in the early spring. At Glacier the beautiful yellow erythranium is seen pushing its way through several inches of snow. The crimson Calypso, the prettiest orchid on earth, may be seen above the pine needles in the forests at Banff in the first week of June, and Lyell's larch, which buds and blooms at an altitude of 8,000 feet during May and June, is one of the most beautiful flowering trees in the world. A few of the other varieties which bloom in the spring are the primulas, anemones, rhododendrons, menziesia, pink garlics and harebells. These are all gone by August, leaving only stray asters and amicas to tell of the parting beauties of the flora of the park.

In the museum at Banff a large and fairly complete collection of the flora has been pressed, named and placed on exhibition, and is of great benefit to the botanical students who every year visit this interesting place.

FISH AND FISH HATCHERY.

Since my last report fishing in the park has attracted a greatly increased number of people to enjoy the sport. I must, however, draw your attention to the fact that the big catches which were common in former years are becoming almost unknown. The only conclusion to arrive at, more especially with regard to the more accessible lakes and streams, is that they are being rapidly fished out, and that it will be necessary in the near future, either to restock many of them or to curtail or even abolish the open season for some time. In 1906 the Fisheries Department for some reason extended the open season, making it from April 1 to October 1, instead of from May 15 to September 15, as formerly. This, in my opinion, was a grave error, especially as it affected the park, as it is a well known fact that fish are more easily caught in early spring before the time of high water than at any other time of the year. During the summer months when the tourists, many of whom have come thousands of miles and in fact some of them from across the ocean with the sole object of fishing, arrive here, they are very much disappointed to find that the streams have been in a measure depleted in the early spring, before their arrival. I would urgently recommend that the open season in the Rocky Mountains park should be very much curtailed rather than extended, and that no person be allowed to fish without first having obtained a license. A small license fee might be collected from non-residents of Canada. A limit should also be placed on the number of fish allowed to be taken by any one person in any one day. These are among the enactments which, as a result of my experience, I think should be made for the proper regulation of trout fishing in the park. I might add that I have already submitted a draft of regulations as stated above to the Commissioner at Ottawa, which, if approved, would render the National Park independent of the general fishery regulations of the country.

In connection with the above I have strongly recommended the establishment of a properly equipped fish hatchery at some one of the many suitable locations to be found within the limits of the park. We would then be in a position to supply not only our own requirements, but those of the provinces of Alberta and Saskatchewan as well. The cost of the building in connection with a moderate sized hatchery would not be very great, the cost of maintenance is comparatively small, one or two

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men being all that would be required to oversee the work, and in this way millions of small fish could be transplanted into the various streams, not only in the park, but in the provinces surrounding it, besides adding one more to the many attractions now existing.

PRESERVATION OF GAME.

I find great difficulty in enforcing the laws in regard to the preservation of game within the park limits, as game is generally killed in the more remote districts, and offenders are careful to see that their actions are unobserved. There is great difficulty in securing evidence regarding unlawful killing other than the possession of the game. Among the offenders against the game laws, the Indians are by far the worst. They come to the National Park at all seasons of the year and slaughter any animal that they may see, without regard to age or sex.

I would recommend that the department should, without delay, instruct all Indian agents in the west to notify the Indians in their charge that they are not permitted to shoot any game of any kind at any time in the Rocky Mountains Park, and that if convicted they would be subject to the maximum penalty allowed by the law. I would also recommend that no further mining or timber licenses be granted in the park, for the reason that I have found by experience that the establishment of large camps of men invariably leads to trapping and snaring, and in fact to almost every possible breach of the laws for the protection of game.

A game warden has been patrolling the park during the year, but found no offenders. The fact of the appointment of such an official having become known has had a most salutary effect, and little, if any, poaching has been done during the year. Owing to the large extent of territory embraced in the Rocky Mountains Park, it is impossible for one man to make anything like a satisfactory patrol, and it is only after information has been received, that hunting parties are already out in the mountains, that we are able to trace their movements. As you may be aware, I have submitted during the past year what I consider would be suitable regulations to have in force in the park in regard to hunting parties. These suggestions include among others that all guides and camp helpers shall pay an annual license, and each be held responsible for the good behaviour of his assistants and of the parties in his charge, and shall have the powers of a game warden to enforce the laws in that respect; the illegal possession of each and every head of game to be a separate offence; the game wardens or persons in whom the proper authority is vested to have the power to search the premises of any person suspected of having game or fish in his possession unlawfully; and also that the game warden shall have power to at once confiscate such game or fish and arrest such person or persons and bring them before the proper authority for dealing with the case: all guns or firearms of any sort carried by persons travelling through the park to be sealed in the proper manner, and such seals not to be broken within the park limits; the head guide in charge of the party to be provided with one extra seal for each gun or firearm and a sealer to be given to the guide; and on return to the park boundary the head guide shall again seal all guns and firearms in his party, such seals to remain until broken by the proper authorities at Banff; the penalty for violation of any of these regulations to be not less than \$20 nor more than \$200 for each and every head of game illegally killed, or to a term of imprisonment of not less than two months nor more than one year; the license of the head guide of any party that illegally shoots or kills game to be cancelled for two years, and he will not be allowed to accompany any of the parties through the park in any capacity for such period of two years.

The adoption of the above regulations would, in my opinion, greatly facilitate the carrying out of the laws and regulations for the preservation of game in the Rocky Mountains Park.

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PREVENTION OF FOREST FIRES.

During the year there was one fire in the month of August near Lake Louise, which destroyed some four or five miles of beautiful young forest, but which we were able to get under control without further damage being done. The establishment of a twice a day patrol along the line of railway from Morley to Laggan during the dry period has had the effect of preventing to a great extent what would otherwise be very serious fires.

THE BANKHEAD MINES.

The mines of the Pacific Coal Company, Limited, at Bankhead in the Rocky Mountains Park have been in steady operation since last year's report, with the exception of about two weeks, during which time the employees laid off, pending an agreement between the coal companies of Alberta and British Columbia and their employees. The tonnage being produced is now more than twice that being taken out at this time last year.

The briquetting plant, which was in course of construction at the time of last year's report, has been working continuously since March 1, and is producing 250 tons of briquettes every twenty-four hours. The demand for briquettes has been far in excess of the company's most sanguine expectations, so that the plant was put on two twelve-hour shifts on May 22, and has been running 24 hours per day since that time. These briquettes have been found to be a very desirable fuel for household use, as well as having given satisfactory results in passenger locomotives, and they are at present being used on the Pacific division of the Canadian Pacific Railway for the purpose. The machinery is now in order for an additional unit, after the installation of which the daily production of briquettes will be 500 tons.

Two additional boilers of 150 horse-power capacity each have been installed during the past year, and another one is now in order, which makes the capacity of the boiler plant 1,350 horse-power.

THE ALPINE CLUB OF CANADA.

The second annual camp of the Alpine Club of Canada was held in Paradise valley, from July 4 to July 11, last, and was a very successful meeting. The following is a description of the club's outing this year:—

The location of the camp was carved from the virgin forest directly at the base of Mount Aberdeen. A mountain torrent, fed by the Horseshoe glacier at the extreme head of the valley, flowed swiftly through the encampment. On the right hand side, directly below the towering battlements and precipices of Mount Temple, were the gentlemen's quarters, the numerous tents being connected by little paths cut through the bush. On the left-hand side of the torrent, along which lay the pony trail, were the ladies' quarters, the official residences, staff headquarters and dining pavilions. Herein might be noticed a distinct difference from last year's assembly. There, all tents were in the open. Here, they were shaded by giant spruce and balsam. In all about 45 tents were pitched, those used for sleeping purposes being thickly brushed with balsam boughs.

To the left of the camp rose Mount Aberdeen, height 10,340 feet above sea level, and to the right, Mount Temple, 11,626 feet. Both these mountain masses were used as climbs on which to qualify aspiring graduates for active membership in the club. It will be remembered that to become an active member it is necessary to have made a climb of 10,000 feet above sea level. Aberdeen is the easier and shorter climb, presenting as a most attractive feature a snow slide, or glissade, of over 2,000 feet for the return journey. Temple proved unattractive as a climb, being chiefly a long snow grind. But the view from this great altitude of the highest peak in the vicinity,

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reaching over a hundred miles in all directions, more than compensated for the difficulties and monotony of the way.

In all 150 persons were at the camp; of these 66 graduated for active membership, 50 on Mount Aberdeen, 15 on Mount Temple, and one on Mount Fay (No. 1 of the Ten Peaks). Fully half the number were ladies. A full programme was posted on the bulletin board each day, and many trips over the adjacent mountain passes and to picturesque features in the vicinity were undertaken, as many as nine parties being sent out in one day. From 4 a.m. to 10 a.m. it was a busy time getting the expeditions off, but from then on the camp was deserted until night, when life and merriment were in full swing around the camp fire.

The most attractive item of the official programme was a two-days trip of about twenty miles, traversing four glaciers and crossing five mountain passes. The night was passed at Lake O'Hara, one of the most strikingly picturesque lakes in the entire region, with a setting of snow peaks, rock precipices and wildly tumbling glaciers that rivals, if it does not surpass, the far-famed Lake Louise. This trip was well patronized, but only three ladies attempted it, owing to the very strenuous nature of the work and the difficulties and dangers encountered. It was pronounced by all as well worthy of achievement.

There were visitors to the camp from points in Canada reaching from Prince Edward Island to Vancouver Island, and many points in the colonies and United States were represented. The American Alpine Club, The Appalachian Mountain Club of Boston, and The Mazamas Mountain Club of Portland, Oregon, sent delegates. The Alpine Club's membership now extends to Cape Town, South Africa; to Melbourne, Australia; to Paris, London, Dublin, New York, and many of the leading cities of the United States.

A unique feature of the camp was the first art exhibit. In a tent in the forest at the summit of the range, almost on the very divide, was displayed an exhibition of mountain views that would grace an exhibition of this nature in the most cultured city of the world. There were nine exhibits, one from Toronto, two from Vancouver, one from New York, one from Winnipeg, one from Michel, B.C., one from Banff, and two from Calgary.

A feature of the nightly camp fire was the production of the first issue of *The Alpine Herald*, a little sheet begun in fun and ending in earnest, for it has been decided to publish it in newspaper form in Toronto, and make it available to the public. It showed clearly that wit and intellect go hand in hand with the mountaineering pastime.

Throughout the feeling was most enthusiastic and a desire for hard work shown. There was a snap and eagerness apparent throughout, that was most gratifying and shows clearly that the club has taken root and will grow.

An incidental feature is a very important one, viz., that the people who attend the camp are still moving about through the mountains, spending considerable money in these regions enjoying their holidays.

It means that these people will preach and promulgate the idea among Canadians, that they have in their own country a far better holiday land than can be had anywhere else abroad.

The following letter received from Prof. Charles E. Fay, Principal of Tuft's College, Massachusetts, and also President of the American Alpine Club, will be of interest and will tend to show that the work already done and now being carried on to bring before the notice of the outside world the attractions of the Rocky Mountains. Park in the matter of mountain climbing is being appreciated. It also goes to show the advisability of making accessible many hitherto unexplored portions of the park, which will in many cases outrival any of the hitherto frequented portions of the park.

Prof. Fay has made yearly visits to the park since 1904, and in every visit has found new attractions in this line:—

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'TUFT'S COLLEGE, MASS., December 21, 1906.

'HOWARD DOUGLAS, Esq.,

'Superintendent of the Rocky Mountains Park,

'Banff, Alta.

'DEAR SIR,—I desire to express to you my great gratification at the character of the work of developing the noble National Park of the Dominion of Canada now being carried forward under your supervision.

'As one of the earliest and most frequent visitors to the Canadian Rockies,—my first visit was made in 1890, and I have made thirteen other visits since 1894,—my chance has been unusually good for observing the increase of opportunity for the ordinary tourist to enjoy scenery known in those earlier days only to the pioneer and explorer.

'This is especially true of the regions about Laggan and Field, which as recently as 1900, were practically unknown territory except within a comparatively short radius of the hotels, that as yet accommodate but a small number of tourists. The opening of the Yoho valley and the completion of an excellent trail to Lake O'Hara, and the yet larger enterprise of a carriage road to the wonderful valley of the Ten Peaks now well under way, are notable instances of a care for the higher interests of the travelling public for which it cannot be too grateful.

'As one deeply interested in the extension of the work, I may perhaps be permitted a few suggestions touching possible future improvements.

'I would chiefly urge the desirability of opening a short side trail from the present trail to Lake O'Hara, in order to render accessible another beautiful, yet little known lake, situated directly at the base of the sheer cliffs of Mount Odaray, and for which the name Lake Linda has been adopted by the Geographic Board. It is entirely surrounded by forests and meadowy glades, and is an excellent spot for prolonged camping. From its western shore across the water a magnificent view is afforded of the loftiest peaks of the Bow range, Mounts Victoria, Lefroy, Hungabee, Deltaform and Biddle. Nearer at hand in the north, spring the butting crags of Cathedral Peak and Mount Stephen, while in the west a great amphitheatre is completed by spurs of this latter mountain and Mount Duchesnay. Not far away in this direction lie several other interesting smaller lakes.

'Such a small trail would probably leave the main one at or slightly beyond the bridge which crosses the O'Hara stream, and would seek the easiest way to a crossing to the north side of the branch of Cataract creek, which comes in from the west. The timber is apparently much more open on this side of the stream, and a very easy way may be found nearly all of the distance to where the stream from Lake Linda enters from the south. An easy crossing may here be made, and from this point open glades may be followed for the remaining half mile to the fine camping ground on the southwest shore of the lake. Nothing save to mark the way would be necessary for this portion of the trail. The entire distance from the bridge on the O'Hara stream to Lake Linda is scarcely three miles, of which not over one mile would require much labour to construct.

'A very interesting addition would be another link in the same system of trails by which Lake O'Hara could be reached by a short cut from Lake Linda, passing yet another series of pretty lakelets in an intervening valley. Starting from the camp ground just mentioned, such a trail would pass over the curious morainial mounds on the southern shore and ascend by a grassy slope to the highest point of the wooded ridge reaching out from Mount Odaray. It would descend on the other side, still in the open, by zig-zag down the more precipitous slope to the edge of a glacial lake, which I have seen partly frozen over late in July. A game trail at present skirts its north shore. Lesser lakes are along its outlet near at hand. The trail would climb in the open to the crest of the ridge intervening between this valley and that of Lake O'Hara, and enter the trail joining this latter to Lake McArthur. (It may not be

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amiss to observe that this portion of the existing trail—that is where it crosses this meadow—is much in need of clearer marking.) Pedestrians visiting Lake McArthur from Lake O'Hara can make a direct and easy trip to Lake Linda by way of an interesting pass close under Odaray. Thus a round trip from the camp at Lake Linda, taking in the other two lakes, is even now easily feasible for good walking in a single day. The supplementary trail here advocated should make it a popular excursion.

'The trail first suggested—that from the bridge and Lake Linda—would have an additional value in connection with a fine Alpine trip easily made from Field to which I would like to call your attention. So far as I know it has been made only by my own party in 1903.

'I refer to the crossing of the high pass (about 9,400 feet) between Cathedral Peak and Mount Stephen. Starting from the railway just east of the tunnel, one shortly passes an interesting cascade and comes to a considerable valley-glacier, over which one makes his way and climbs, chiefly over snow, to the pass itself. From here there is a superb view of the entire Yoho valley in one direction, and of the magnificent Mount Goodsir in the other. It well deserves to be better known; and with the construction of the trail suggested, this route would offer a way of approach to Lake O'Hara from Field worthy of mention with the at present matchless excursion to that lake from Lake Louise over Abbot Pass.

'Hoping that year by year new beauties will be rendered accessible by the work under your control, I am, with great respect,

'Yours very truly,

'CHAS. E. FAY.'

HOTEL ACCOMMODATION.

The ever increasing number of visitors to the park is still a puzzle to the hotel managers, as at all points of interest such as Banff, Laggan, Field and Glacier the problem of handling the crowds of travellers taxes the hotel accommodation to the utmost. During the months of July and August many are turned away through lack of accommodation, notwithstanding that large additions are being made yearly. As will be noticed, the register at the Banff Springs Hotel for the nine months ending March 31, was 9,804 people, an increase of 200 over the preceding twelve months, and all the other hotels show a corresponding increase. During the past year an addition of forty rooms was made to the Chalet at Lake Louise; also large additions to the King Edward Hotel, Alberta Hotel and Park Hotel in the village of Banff. There is also a large new hotel of 100 rooms under construction at Banff, which, however, will not be completed in time for this season's travel. Notwithstanding all this additional accommodation, travel appears to increase faster than building operations can be carried on; all of which goes to show the increased popularity of the National Park of Canada.

REVENUE.

The revenue of the park still continues to increase, and for the nine months ending March 31 will show an increase of over 25 per cent over that of the corresponding nine months of the previous year. It is now far in excess of the ordinary current expenses for salaries and maintenance. The constantly increasing popularity of the park and the prospect of still larger revenues which may be derived from different sources, would seem to justify a still larger expenditure in opening up new sources of interest and attraction, necessary to keep pace with growing requirements. A great deal of work has already been accomplished, but there is an enormous amount yet to be done before the people of Canada will be in a position to properly appreciate even a small portion of the splendours of their National Park. I feel confident, from interviews with prominent members of the government and with leading private

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citizens, that neither the government nor the people of Canada would object to a considerably increased expenditure in connection with the development and maintenance of the park. On the contrary, the government would be entitled to the gratitude of the people for the continuation of a policy which hitherto has contributed so largely to the enjoyment of not only our citizens but of visitors from almost every part of the world, who thus have been enabled for the first time to form some idea of the magnitude and magnificence of the Canadian Rockies.

In conclusion it gives me pleasure to acknowledge once again the loyal support which I have received from the employees under me; also the valuable assistance given by the Royal Northwest Mounted Police stationed at different points throughout the park in the maintenance of law and order.

Your obedient servant,

HOWARD DOUGLAS,

Superintendent.

VISITORS.

CANADIAN PACIFIC RAILWAY COMPANY'S HOTEL.

| | |
|------------------------------|--------------|
| Canada | 3,357 |
| United States | 5,726 |
| Bahama Islands | 1 |
| England | 294 |
| Scotland | 44 |
| Ireland | 29 |
| Greenland | 1 |
| Japan | 37 |
| Cuba | 2 |
| India | 36 |
| Hungary | 7 |
| Hawaii | 9 |
| New Zealand | 44 |
| New South Wales | 13 |
| Germany | 26 |
| Denmark | 3 |
| Australia | 59 |
| Siam | 1 |
| China | 41 |
| Italy | 7 |
| Switzerland | 8 |
| Gibraltar | 3 |
| Egypt | 4 |
| France | 16 |
| Norway | 1 |
| Portugal | 6 |
| Transvaal | 11 |
| Jamaica | 5 |
| Argentine Republic | 2 |
| Fiji | 2 |
| Belgium | 4 |
| Austria | 2 |
| Russia | 1 |
| Sweden | 2 |
| Total | <u>9,804</u> |

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SANITARIUM HOTEL, BANFF.

| | |
|------------------------------|--------------|
| Canada.. | 3,600 |
| United States.. | 802 |
| England.. | 167 |
| Scotland.. | 78 |
| Ireland.. | 13 |
| Australia.. | 50 |
| Straits Settlement.. | 1 |
| Honolulu.. | 6 |
| New Zealand.. | 10 |
| Jamaica.. | 1 |
| Ceylon.. | 1 |
| France.. | 6 |
| India.. | 12 |
| Germany.. | 14 |
| Japan.. | 15 |
| Total.. | <u>4,776</u> |

ALBERTA HOTEL, BANFF.

| | |
|-------------------------|--------------|
| *Canada.. | 2,576 |
| United States.. | 960 |
| England.. | 63 |
| Scotland.. | 57 |
| Ireland.. | 6 |
| New Zealand.. | 8 |
| Australia.. | 18 |
| South Africa.. | 6 |
| China.. | 6 |
| India.. | 2 |
| Sweden.. | 9 |
| Japan.. | 5 |
| Russia.. | 4 |
| Total.. | <u>3,720</u> |

KING EDWARD HOTEL, BANFF.

| | |
|-------------------------|--------------|
| Canada.. | 3,429 |
| United States.. | 815 |
| England.. | 15 |
| Scotland.. | 4 |
| Ireland.. | 24 |
| New Zealand.. | 12 |
| Australia.. | 13 |
| Palestine.. | 2 |
| Japan.. | 1 |
| Yukon.. | 3 |
| Germany.. | 1 |
| Sweden.. | 1 |
| Barbary Coast.. | 1 |
| Total.. | <u>4,321</u> |

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GRAND VIEW VILLA, BANFF, ALBERTA.

| | |
|--------------------|-------|
| Canada..... | 745 |
| United States..... | 108 |
| England..... | 19 |
| Germany..... | 2 |
| Australia..... | 1 |
| New Zealand..... | 4 |
| Scotland..... | 4 |
| Ireland..... | 2 |
| Philippines..... | 1 |
| Belgium..... | 1 |
| | <hr/> |
| Total..... | 887 |

PARK HOTEL, BANFF.

| | |
|-------------|-------|
| Canada..... | 1,367 |
| | <hr/> |

HOT SPRINGS HYDROPATHIC.

| | |
|--------------------|-------|
| Canada..... | 437 |
| United States..... | 163 |
| Scotland..... | 19 |
| England..... | 11 |
| | <hr/> |
| Total..... | 630 |

SUMMARY.

| | |
|---|--------|
| Canadian Pacific Railway Company Hotel..... | 9,804 |
| Sanitarium Hotel..... | 4,776 |
| Alberta Hotel..... | 3,720 |
| King Edward Hotel..... | 4,321 |
| Grand View Villa..... | 887 |
| Park Hotel..... | 1,367 |
| Hot Springs Hydropathic..... | 630 |
| Excursionists not registered..... | 1,730 |
| Summer visitors residing in cottages..... | 1,500 |
| | <hr/> |
| Total..... | 28,735 |

CAVE AND BASIN, BANFF.

| | |
|-----------------------|-------|
| Canada..... | 3,701 |
| Newfoundland..... | 2 |
| England..... | 196 |
| Scotland..... | 83 |
| Ireland..... | 8 |
| Australia..... | 57 |
| South Africa..... | 8 |
| India..... | 5 |
| Ceylon..... | 2 |
| Hawaiian Islands..... | 3 |

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| | |
|-------------------------|--------------|
| United States.. | 2,506 |
| Mexico.. | 2 |
| Honolulu.. | 5 |
| Bermuda.. | 4 |
| Samoa.. | 2 |
| China.. | 16 |
| Japan.. | 8 |
| France.. | 11 |
| Germany.. | 16 |
| Russia.. | 2 |
| Sweden.. | 3 |
| Switzerland.. | 5 |
| Total.. | <u>6,645</u> |

EMERALD LAKE CHALET, FIELD.

| | |
|-------------------------|------------|
| Canada.. | 195 |
| United States.. | 496 |
| England.. | 78 |
| Ireland.. | 6 |
| Japan.. | 4 |
| India.. | 3 |
| Hungary.. | 2 |
| South Africa.. | 2 |
| Germany.. | 4 |
| Australia.. | 6 |
| France.. | 9 |
| Total.. | <u>805</u> |

CANADIAN PACIFIC RAILWAY HOTEL, FIELD, B.C.

| | |
|-------------------------------|--------------|
| Canada.. | 948 |
| United States.. | 1,302 |
| England.. | 120 |
| Ireland.. | 7 |
| Scotland.. | 15 |
| Wales.. | 2 |
| British West Indies.. | 2 |
| South Africa.. | 3 |
| Australia.. | 40 |
| New Zealand.. | 10 |
| India.. | 1 |
| France.. | 4 |
| Germany.. | 9 |
| Hawaii.. | 2 |
| Russia.. | 2 |
| Hungary.. | 1 |
| China.. | 9 |
| Total.. | <u>2,477</u> |

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THE MUSEUM.

Visitors from July 1, 1906, to June 30, 1907, inclusive.

| | |
|-----------------------------------|--------------|
| Canada.. | 5,725 |
| United States.. | 1,843 |
| England.. | 439 |
| Scotland.. | 126 |
| Australia.. | 81 |
| New Zealand.. | 50 |
| China.. | 28 |
| Italy.. | 21 |
| Ireland.. | 20 |
| France.. | 19 |
| India.. | 15 |
| Germany.. | 11 |
| Queensland.. | 11 |
| New South Wales.. | 10 |
| Japan.. | 9 |
| Austria.. | 8 |
| Newfoundland.. | 8 |
| Hawaiian Islands.. | 7 |
| West Indies.. | 6 |
| Belgium.. | 6 |
| Wales.. | 6 |
| South Wales.. | 4 |
| Switzerland.. | 4 |
| Philippines.. | 4 |
| Norway.. | 3 |
| Denmark.. | 3 |
| Africa.. | 3 |
| Hungary.. | 3 |
| Spain.. | 3 |
| Mexico.. | 2 |
| Channel Islands.. | 2 |
| Isle of Wight.. | 2 |
| Indian Territory.. | 2 |
| Tasmania.. | 2 |
| Russia.. | 2 |
| Egypt.. | 2 |
| North Wales.. | 2 |
| Transvaal.. | 2 |
| West Coast Africa.. | 2 |
| Dresden.. | 2 |
| Sweden.. | 1 |
| Federated Malay Straits.. | 1 |
| Holland.. | 1 |
| Ceylon.. | 1 |
| Siam.. | 1 |
| Alaska.. | 1 |
| Total.. | 8,504 |

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The number of visitors was not far behind 1905-6. Many do not register, and others may visit the museum several times after once registering, so that the total will exceed the number given. There have been as many as from 300 to 450 visitors in a day.

A few mammals, plants, fossils, birds have been added to the collection.

I collected many insects which it is hoped will shortly be ready for a well-made cabinet recently received.

Donations and loans have not as yet become very plentiful, but what we have received during the time the museum has been in existence are quite valuable.

What is most needed at present are specimens of the larger four-footed mammals, also a suitable press for what books we have already acquired and that we do require.

I herewith add the usual yearly weather report.

I am, sir,

Your obedient servant,

N. B. SANSON,

Curator and Observer.

H. DOUGLAS, Esq.,

Supt. Rocky Mountains Park.

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METEOROLOGICAL TABLES.

ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperatures and the General State of the Weather between July 1, 1906, and June 30, 1907.

| | | THERMOMETER READINGS. | | | | Weather. |
|-------|----------|-----------------------|---------|--------|------|---|
| Date. | Maximum. | | Minimum | | | |
| | 6 a.m. | 6 p.m. | 6 a.m. | 6 p.m. | | |
| 1906. | | ° | ° | ° | ° | |
| July | 1.... | 64.7 | 80.7 | 43.3 | 44.0 | Fair; perfect day. |
| " | 2.... | 76.9 | 82.1 | 40.8 | 41.7 | Fair " |
| " | 3.... | 77.6 | 83.5 | 42.9 | 46.8 | Fair " |
| " | 4.... | 77.3 | 90.5 | 45.2 | 46.9 | Fair " |
| " | 5.... | 85.6 | 85.5 | 45.8 | 46.2 | Fair; thunder and lightning; fine sunset; light rain. |
| " | 6.... | 63.8 | 89.4 | 51.2 | 51.6 | Fair; rainbow. |
| " | 7.... | 81.2 | 85.1 | 48.7 | 50.3 | Fair; thunder; rainbow; light rain. |
| " | 8.... | 68.6 | 84.5 | 50.1 | 50.2 | Fair; thunder; rain. |
| " | 9.... | 71.0 | 85.0 | 51.2 | 52.4 | Fair; thunder; lightning. |
| " | 10.... | 75.9 | 70.4 | 57.2 | 56.0 | Cloudy; rain. |
| " | 11.... | 67.0 | 79.2 | 49.0 | 51.0 | Fair. |
| " | 12.... | 76.0 | 72.3 | 50.3 | 52.3 | Fair; Bow River very high; rain. |
| " | 13.... | 59.4 | 61.5 | 48.6 | 49.2 | Cloudy; fine sunset; rain. |
| " | 14.... | 58.9 | 78.2 | 37.8 | 39.8 | Fair. |
| " | 15.... | 75.5 | 84.3 | 42.3 | 42.6 | Fair; perfect day. |
| " | 16.... | 80.0 | 83.5 | 44.2 | 44.4 | Fair; thunder; rain. |
| " | 17.... | 68.0 | 80.0 | 47.2 | 47.5 | Fair; vivid lightning. |
| " | 18.... | 72.8 | 78.3 | 45.2 | 45.2 | Fair. |
| " | 19.... | 74.7 | 74.9 | 48.6 | 48.6 | Fair; rain. |
| " | 20.... | 67.0 | 76.9 | 51.2 | 51.0 | Fair. |
| " | 21.... | 69.9 | 78.5 | 44.2 | 48.9 | Fair. |
| " | 22.... | 74.1 | 81.8 | 43.7 | 44.5 | Cloudy; thunder and lightning. |
| " | 23.... | 79.2 | 78.7 | 47.2 | 47.0 | Fair; swamps dried up. |
| " | 24.... | 70.7 | 70.4 | 43.7 | 43.7 | Cloudy. |
| " | 25.... | 65.0 | 79.4 | 40.1 | 40.5 | Fair; thunder very heavy and very vivid lightning. |
| " | 26.... | 72.3 | 62.5 | 47.5 | 47.5 | Cloudy. |
| " | 27.... | 61.0 | 78.9 | 38.2 | 38.8 | Fair; perfect day. |
| " | 28.... | 75.1 | 84.4 | 40.6 | 40.2 | Fair " |
| " | 29.... | 79.0 | 85.0 | 46.8 | 51.3 | Fair; thunder; lightning; rain. |
| " | 30.... | 74.5 | 82.2 | 44.4 | 44.1 | Fair; thunder and lightning; rain. |
| " | 31.... | 63.0 | 72.4 | 42.5 | 42.2 | Fair; squally wind. |
| Aug | 1.... | 65.0 | 71.0 | 38.7 | 38.3 | Cloudy; Bow River dropping; rain. |
| " | 2.... | 61.0 | 57.3 | 39.6 | 39.9 | Fair. |
| " | 3.... | 57.8 | 74.4 | 30.7 | 30.2 | Fair; frost |
| " | 4.... | 70.7 | 76.9 | 32.1 | 32.1 | Fair " |
| " | 5.... | 70.0 | 71.5 | 47.1 | 46.8 | Cloudy; thunder; fine sunrise and sunset. |
| " | 6.... | 62.0 | 79.9 | 35.2 | 35.1 | Fair; fine sunrise and sunset. |
| " | 7.... | 75.0 | 82.3 | 41.8 | 41.7 | Fair; forest fire; fine sunrise and sunset. |
| " | 8.... | 75.4 | 82.2 | 48.8 | 49.7 | Fair " |
| " | 9.... | 76.8 | 79.9 | 40.0 | 40.2 | Fair " |
| " | 10.... | 74.8 | 85.4 | 44.3 | 44.2 | Fair " |
| " | 11.... | 80.2 | 85.5 | 45.4 | 44.9 | Fair " |
| " | 12.... | 82.0 | 70.6 | 44.3 | 44.9 | Fair; rain; forest fire. |
| " | 13.... | 67.3 | 67.9 | 50.2 | 53.9 | Cloudy; rain " |
| " | 14.... | 58.3 | 65.4 | 50.2 | 51.4 | Cloudy. |
| " | 15.... | 61.8 | 59.8 | 49.2 | 48.7 | Cloudy; rain. |
| " | 16.... | 57.0 | 71.3 | 34.8 | 34.5 | Fair. |
| " | 17.... | 67.0 | 72.5 | 33.9 | 33.9 | Fair; fine sunset. |
| " | 18.... | 67.7 | 53.0 | 47.1 | 46.2 | Cloudy; rain. |
| " | 19.... | 47.0 | 60.7 | 34.4 | 33.8 | Fair; fog; rain. |
| " | 20.... | 57.9 | 46.2 | 43.8 | 43.3 | Cloudy; rain. |
| " | 21.... | 44.2 | 40.2 | 38.2 | 38.0 | Cloudy; fog; rain; snow on mountains. |

7-8 EDWARD VII., A. 1908

MAXIMUM and Minimum Temperatures, &c.—Continued.

| Date. | THERMOMETER READINGS. | | | | Weather. |
|-------------|-----------------------|--------|----------|--------|--|
| | Maximum. | | Minimum. | | |
| | 6 a.m. | 6 p.m. | 6 a.m. | 6 p.m. | |
| 1906. | ° | ° | ° | ° | |
| Aug. 22.... | 40.9 | 54.3 | 39.7 | 40.2 | Cloudy; rain; fog. |
| " 23.... | 52.1 | 66.0 | 36.1 | 36.8 | Fair. |
| " 24.... | 63.0 | 64.9 | 34.9 | 35.1 | Cloudy; rain; thunder and lightning. |
| " 25.... | 46.3 | 63.4 | 24.0 | 34.8 | Fair; rain. |
| " 26.... | 59.8 | 69.4 | 39.3 | 39.2 | Fair; smoke. |
| " 27.... | 66.0 | 69.4 | 42.5 | 41.9 | Fair. |
| " 28.... | 63.0 | 64.4 | 45.2 | 46.5 | Fair. |
| " 29.... | 56.9 | 72.5 | 40.5 | 40.8 | Fair. |
| " 30.... | 68.0 | 77.0 | 39.9 | 39.5 | Fair. |
| " 31.... | 71.1 | 71.4 | 50.1 | 49.8 | Fair; smoke. |
| Sept. 1.... | 66.1 | 66.4 | 37.5 | 35.8 | Fair. |
| " 2.... | 59.8 | 68.5 | 38.2 | 37.8 | Fair. |
| " 3.... | 62.2 | 68.2 | 34.3 | 33.3 | Fair. |
| " 4.... | 62.9 | 68.2 | 38.0 | 37.3 | Fair; smoke. |
| " 5.... | 64.0 | 64.8 | 56.0 | 55.8 | Cloudy; smoke; squally wind. |
| " 6.... | 59.4 | 66.8 | 55.3 | 58.8 | Cloudy. |
| " 7.... | 64.9 | 67.3 | 52.4 | 51.3 | Cloudy; light rain. |
| " 8.... | 65.2 | 60.6 | 54.4 | 46.0 | Cloudy; rain; lightning; thunder. |
| " 9.... | 46.3 | 51.4 | 35.8 | 36.2 | Fair; light rain. |
| " 10.... | 49.0 | 52.4 | 29.8 | 30.1 | Fair; ice in places. |
| " 11.... | 47.0 | 53.0 | 27.4 | 26.0 | Fair. |
| " 12.... | 49.0 | 45.8 | 24.8 | 23.5 | Cloudy; ice in places. |
| " 13.... | 44.7 | 53.9 | 37.5 | 37.3 | Cloudy. |
| " 14.... | 50.3 | 55.8 | 30.8 | 29.4 | Fair; frost. |
| " 15.... | 52.0 | 60.2 | 28.3 | 27.4 | Fair " |
| " 16.... | 54.0 | 62.3 | 40.2 | 41.8 | Fair; fine sunrise. |
| " 17.... | 59.1 | 63.8 | 50.8 | 50.6 | Cloudy; rainbow. |
| " 18.... | 59.9 | 72.2 | 56.8 | 58.3 | Fair; squally wind. |
| " 19.... | 67.0 | 75.0 | 50.5 | 46.9 | Fair; perfect day. |
| " 20.... | 59.9 | 58.8 | 34.8 | 33.3 | Fair; squally wind. |
| " 21.... | 51.0 | 51.9 | 36.1 | 35.8 | Cloudy. |
| " 22.... | 46.0 | 61.3 | 40.2 | 40.2 | Fair. |
| " 23.... | 54.8 | 69.6 | 33.4 | 31.9 | Cloudy; squally wind; thunder and lightning. |
| " 24.... | 55.1 | 52.4 | 42.0 | 42.2 | Cloudy; rain. |
| " 25.... | 45.2 | 48.8 | 34.4 | 35.2 | Fair; soft hail. |
| " 26.... | 44.3 | 61.2 | 30.8 | 32.7 | Fair; fine sunrise. |
| " 27.... | 56.0 | 55.3 | 28.8 | 44.0 | Cloudy; light rain. |
| " 28.... | 48.1 | 54.6 | 32.0 | 30.8 | Fair; frost; perfect day. |
| " 29.... | 49.1 | 66.5 | 25.2 | 26.9 | Fair; frost. |
| " 30.... | 61.0 | 66.2 | 31.3 | 31.3 | Fair. |
| Oct. 1.... | 59.0 | 60.8 | 32.2 | 44.4 | Cloudy. |
| " 2.... | 49.7 | 56.8 | 31.7 | 31.3 | Cloudy. |
| " 3.... | 44.8 | 48.3 | 35.9 | 38.7 | Cloudy. |
| " 4.... | 45.1 | 45.8 | 30.9 | 30.6 | Cloudy. |
| " 5.... | 43.9 | 54.4 | 40.2 | 42.2 | Cloudy. |
| " 6.... | 52.4 | 59.7 | 45.9 | 46.7 | Cloudy; very squally wind. |
| " 7.... | 56.9 | 55.3 | 49.2 | 40.4 | Cloudy; squally wind; rain. |
| " 8.... | 40.5 | 46.0 | 29.0 | 29.3 | Cloudy. |
| " 9.... | 44.9 | 67.2 | 30.0 | 30.9 | Fair; perfect day; fine sunset. |
| " 10.... | 58.0 | 67.4 | 37.9 | 37.2 | Fair. |
| " 11.... | 61.2 | 58.0 | 44.7 | 43.8 | Cloudy; rain. |
| " 12.... | 51.8 | 50.4 | 42.7 | 43.6 | Cloudy. |
| " 13.... | 47.8 | 54.3 | 37.7 | 41.2 | Fair; fine sunrise. |
| " 14.... | 49.0 | 48.1 | 42.0 | 40.9 | Cloudy; fine sunrise. |
| " 15.... | 44.1 | 47.8 | 28.2 | 27.3 | Cloudy; light rain. |
| " 16.... | 38.0 | 47.0 | 34.9 | 35.9 | Cloudy; rain. |
| " 17.... | 42.2 | 45.8 | 36.0 | 35.9 | Cloudy. |
| " 18.... | 40.0 | 44.9 | 30.1 | 29.8 | Cloudy; rain and snow. |
| " 19.... | 39.3 | 36.6 | 31.2 | 30.0 | Cloudy; snow remaining on ground. |
| " 20.... | 30.2 | 38.6 | 23.0 | 19.1 | Fair; ice on still water. |

SESSIONAL PAPER No. 25

MAXIMUM and Minimum Temperatures, &c.—Continued.

| Date. | THERMOMETER READINGS. | | | | Weather. |
|-------------|-----------------------|--------|----------|--------|---|
| | Maximum. | | Minimum. | | |
| | 6 a.m. | 6 p.m. | 6 a.m. | 6 p.m. | |
| 1906. | ° | ° | ° | ° | |
| Oct. 21.... | 31.7 | 43.2 | 16.0 | 14.7 | Fair; perfect day; snow birds; fine sunset. |
| " 22.... | 35.2 | 48.8 | 20.2 | 18.8 | Fair. |
| " 23.... | 36.2 | 49.5 | 26.1 | 26.5 | Fair; fine sunrise. |
| " 24.... | 45.2 | 48.4 | 43.7 | 38.3 | Cloudy; rain; squally wind. |
| " 25.... | 39.2 | 36.3 | 35.8 | 32.7 | Cloudy; rain and snow. |
| " 26.... | 32.9 | 38.3 | 28.8 | 29.2 | Fair; snow; fine sunset. |
| " 27.... | 34.2 | 46.2 | 26.6 | 34.1 | Cloudy. |
| " 28.... | 43.1 | 40.3 | 35.2 | 33.9 | Fair. |
| " 29.... | 35.2 | 43.3 | 22.8 | 24.1 | Fair. |
| " 30.... | 39.3 | 47.4 | 29.1 | 34.3 | Fair. |
| " 31.... | 39.0 | 40.5 | 29.2 | 26.6 | Fair; first skating. |
| Nov. 1.... | 32.3 | 36.1 | 27.7 | 27.2 | Fair; geese flying E. |
| " 2.... | 31.2 | 32.0 | 14.0 | 14.0 | Cloudy. |
| " 3.... | 28.0 | 40.2 | 24.9 | 25.4 | Cloudy. |
| " 4.... | 34.0 | 28.2 | 23.2 | 25.1 | Cloudy; light snow. |
| " 5.... | 34.4 | 41.3 | 25.2 | 30.8 | Cloudy. |
| " 6.... | 37.0 | 39.4 | 32.0 | 31.1 | Cloudy; light snow. |
| " 7.... | 37.7 | 35.2 | 28.5 | 26.2 | Fair. |
| " 8.... | 29.1 | 30.1 | 9.7 | 5.8 | Fair. |
| " 9.... | 23.0 | 35.2 | 17.6 | 20.0 | Cloudy. |
| " 10.... | 38.8 | 41.6 | 31.5 | 30.8 | Cloudy; rain and snow. |
| " 11.... | 39.5 | 38.3 | 26.4 | 25.9 | Cloudy; fine sunrise; squally wind. |
| " 12.... | 37.3 | 40.7 | 33.3 | 35.7 | Cloudy; rain. |
| " 13.... | 41.0 | 37.9 | 34.3 | 34.0 | Cloudy; fine sunrise. |
| " 14.... | 35.6 | 37.7 | 28.8 | 29.2 | Cloudy. |
| " 15.... | 35.0 | 30.8 | 28.7 | 19.3 | Cloudy; snow. |
| " 16.... | 19.7 | 17.7 | 8.8 | 3.6 | Fair; sleighing but bad. |
| " 17.... | 13.0 | 15.9 | 8.0 | 7.0 | Cloudy; fine sunset; skating on river. |
| " 18.... | 10.3 | 10.2 | -8.1 | -10.4 | Fair; good sleighing. |
| " 19.... | 9.8 | 21.2 | 2.0 | 1.8 | Cloudy. |
| " 20.... | 21.3 | 23.1 | 10.1 | 5.8 | Fair; English sparrows. |
| " 21.... | 19.3 | 24.7 | 9.7 | 10.8 | Cloudy; fine sunset. |
| " 22.... | 16.7 | 21.7 | -1.8 | -0.9 | Fair; fine sunrise and sunset. |
| " 23.... | 17.2 | 26.7 | 12.4 | 15.4 | Fair; squally wind. |
| " 24.... | 25.1 | 32.0 | 16.7 | 16.5 | Cloudy. |
| " 25.... | 25.7 | 30.3 | 22.2 | 22.6 | Fair. |
| " 26.... | 24.0 | 23.4 | 6.7 | 5.9 | Fair. |
| " 27.... | 15.0 | 27.7 | 7.4 | 7.9 | Fair. |
| " 28.... | 21.2 | 26.1 | 7.5 | 5.2 | Fair; sleighing bad in places. |
| " 29.... | 17.2 | 22.2 | 2.2 | 2.7 | Cloudy. |
| " 30.... | 19.0 | 19.7 | 2.5 | 1.4 | Fair. |
| Dec. 1.... | 24.4 | 29.4 | 19.0 | 22.2 | Cloudy; ice on river about 6 inches. |
| " 2.... | 30.2 | 33.4 | 25.2 | 27.0 | Fair; chinooking. |
| " 3.... | 45.2 | 46.6 | 33.0 | 29.1 | Cloudy |
| " 4.... | 33.0 | 38.1 | 11.0 | 7.3 | Fair. |
| " 5.... | 7.7 | 2.8 | 2.4 | -8.7 | Cloudy; snow. |
| " 6.... | -2.4 | 24.0 | -9.5 | -3.2 | Cloudy |
| " 7.... | 21.2 | -4.3 | -9.0 | -12.0 | Cloudy; sleighing good; snow. |
| " 8.... | -9.2 | 1.8 | -25.5 | -27.0 | Fair; aurora. |
| " 9.... | 0.8 | 16.7 | -11.2 | -5.3 | Cloudy. |
| " 10.... | 15.3 | 18.2 | 5.3 | 2.8 | Fair. |
| " 11.... | 32.8 | 34.4 | 16.0 | 28.8 | Cloudy; light snow; squally wind |
| " 12.... | 29.0 | 4.2 | 2.2 | -5.1 | Cloudy; snow. |
| " 13.... | -5.0 | 8.3 | -19.7 | -15.6 | Fair. |
| " 14.... | 0.5 | 15.3 | -9.4 | -8.8 | Fair. |
| " 15.... | 11.7 | 17.0 | 5.0 | 4.8 | Cloudy. |
| " 16.... | 16.0 | 21.2 | 5.0 | 5.7 | Fair. |
| " 17.... | 22.4 | 27.7 | 17.2 | 20.8 | Fair; squally wind. |
| " 18.... | 34.4 | 38.3 | 25.8 | 30.2 | Cloudy. |
| " 19.... | 32.2 | 33.8 | 25.8 | 23.0 | Fair. |

7-8 EDWARD VII., A. 1908

MAXIMUM and Minimum Temperatures, &c.—Continued.

| Date. | THERMOMETER READINGS. | | | | Weather. |
|-------------|-----------------------|--------|----------|--------|---|
| | Maximum. | | Minimum. | | |
| | 6 a.m. | 6 p.m. | 6 a.m. | 6 p.m. | |
| 1906. | ° | ° | ° | ° | |
| Dec. 20.... | 29.7 | 27.7 | 12.9 | 14.6 | Cloudy. |
| " 21.... | 25.1 | 20.0 | 8.8 | 8.2 | Cloudy. |
| " 22.... | 27.9 | 40.8 | 19.0 | 26.3 | Cloudy; squally wind; thaw. |
| " 23.... | 41.3 | 42.5 | 31.8 | 31.2 | Cloudy. |
| " 24.... | 35.2 | 27.8 | 21.6 | 19.8 | Cloudy; snow and rain. |
| " 25.... | 25.0 | 20.9 | 18.5 | 14.2 | Cloudy; snow. |
| " 26.... | 17.5 | 12.6 | -11.4 | -13.4 | Fair; fine sunset. |
| " 27.... | 18.8 | 25.6 | 12.2 | 16.8 | Cloudy; squally wind. |
| " 28.... | 28.0 | 31.5 | 21.6 | 24.8 | Cloudy " |
| " 29.... | 29.2 | 28.7 | 19.1 | 13.2 | Cloudy; snow. |
| " 30.... | 13.7 | -2.9 | -3.3 | -8.8 | Cloudy; squally wind. |
| " 31.... | -7.8 | -9.0 | -12.9 | -20.1 | Fair. |
| 1907. | | | | | |
| Jan. 1.... | -20.0 | -17.0 | -32.3 | -32.3 | Fair. |
| " 2.... | -23.4 | 6.7 | -28.7 | -26.7 | Fair. |
| " 3.... | 2.0 | 4.6 | -8.3 | -5.0 | Cloudy; snow. |
| " 4.... | -4.8 | -10.1 | -16.5 | -16.4 | Fair. |
| " 5.... | -11.8 | -3.8 | -24.2 | -26.4 | Fair. |
| " 6.... | -7.8 | -4.0 | -19.0 | -21.6 | Fair. |
| " 7.... | -9.0 | 5.1 | -26.7 | -15.0 | Fair; fine sunset. |
| " 8.... | -6.0 | 9.9 | -22.4 | -16.1 | Fair; fine sunrise. |
| " 9.... | 8.8 | 15.3 | -1.3 | 6.8 | Fair; fine sunrise and sunset; very squally wind. |
| " 10.... | 13.0 | 18.7 | 1.8 | 5.6 | Cloudy; snow. |
| " 11.... | 18.2 | 4.5 | 4.9 | -2.5 | Cloudy. |
| " 12.... | -2.2 | -19.7 | -31.1 | -37.8 | Fair. |
| " 13.... | -28.0 | -24.7 | -46.2 | -47.7 | Fair. |
| " 14.... | -30.3 | -14.7 | -48.2 | -48.2 | Fair. |
| " 15.... | -13.7 | -7.8 | -30.8 | -31.3 | Fair. |
| " 16.... | -18.0 | 3.9 | -23.9 | -20.4 | Fair. |
| " 17.... | 0.8 | 8.2 | -12.4 | -11.1 | Fair. |
| " 18.... | 7.9 | 10.9 | -1.5 | -3.4 | Cloudy. |
| " 19.... | 7.9 | -4.0 | -21.0 | -21.6 | Fair. |
| " 20.... | 7.6 | 23.7 | -23.6 | 6.8 | Cloudy; squally wind. |
| " 21.... | 30.0 | 40.8 | 22.3 | 30.0 | Cloudy; chinooking. |
| " 22.... | 38.7 | 43.2 | 33.5 | 36.3 | Fair " |
| " 23.... | 39.7 | 38.6 | 33.4 | 9.9 | Cloudy; very squally wind; snow. |
| " 24.... | 10.2 | 6.0 | -13.0 | -19.5 | Fair. |
| " 25.... | -3.0 | 10.6 | -11.9 | -13.9 | Fair. |
| " 26.... | 10.7 | 7.8 | 6.6 | 1.8 | Cloudy. |
| " 27.... | 2.0 | -9.3 | -24.2 | -30.4 | Fair. |
| " 28.... | -18.5 | -12.2 | -30.7 | -18.9 | Cloudy. |
| " 29.... | -14.0 | 4.2 | -15.3 | -14.3 | Cloudy. |
| " 30.... | 4.0 | -4.4 | -14.2 | -14.3 | Cloudy. |
| " 31.... | 15.8 | 20.9 | 4.2 | -1.3 | Cloudy; snow. |
| Feb. 1.... | -1.0 | -8.0 | -12.2 | -14.2 | Fair " |
| " 2.... | -14.0 | -17.2 | -36.0 | -38.5 | Fair; aurora. |
| " 3.... | -26.2 | -16.9 | -45.6 | -46.3 | Fair. |
| " 4.... | -23.0 | 8.3 | -32.2 | -28.7 | Fair; squally wind. |
| " 5.... | 6.0 | 17.2 | -11.3 | -1.3 | Cloudy " |
| " 6.... | 22.3 | 37.6 | 12.3 | 22.8 | Cloudy; squally wind; thaw. |
| " 7.... | 36.0 | 36.0 | 31.1 | 30.9 | Cloudy; snow; thaw |
| " 8.... | 36.0 | 40.1 | 32.2 | 32.7 | Cloudy " " |
| " 9.... | 37.8 | 40.5 | 26.7 | 26.7 | Fair; aurora; thaw; fine sunset. |
| " 10.... | 36.2 | 36.4 | 24.9 | 28.2 | Cloudy; squally wind; fine sunrise and sunset. |
| " 11.... | 34.0 | 38.9 | 20.7 | 15.7 | Fair; squally wind; fine sunset. |
| " 12.... | 34.3 | 44.2 | 20.5 | 20.5 | Fair; squally wind. |
| " 13.... | 37.3 | 39.0 | 18.8 | 15.7 | Fair; fine sunset. |
| " 14.... | 34.0 | 42.2 | 16.0 | 16.2 | Fair; squally wind; fine sunset; aurora. |

SESSIONAL PAPER No. 25

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

| Date. | THERMOMETER READINGS. | | | | Weather. |
|-------------|-----------------------|--------|----------|--------|--|
| | Maximum. | | Minimum. | | |
| | 6 a.m. | 6 p.m. | 6 a.m. | 6 p.m. | |
| 1907. | ° | ° | ° | ° | |
| Feb. 15.... | 37.2 | 45.2 | 27.2 | 25.8 | Fair; squally wind; fine sunset. |
| " 16.... | 42.8 | 42.1 | 22.4 | 19.3 | Fair; fine sunset. |
| " 17.... | 38.0 | 37.6 | 25.9 | 31.3 | Cloudy; squally wind. |
| " 18.... | 31.8 | 36.0 | 27.3 | 29.6 | Cloudy " " |
| " 19.... | 32.8 | 37.2 | 29.9 | 30.8 | Cloudy " " |
| " 20.... | 39.0 | 40.2 | 32.1 | 25.7 | Cloudy; rain and snow. |
| " 21.... | 30.0 | 42.4 | 23.4 | 22.8 | Cloudy. |
| " 22.... | 38.3 | 46.3 | 26.3 | 26.3 | Fair; sleighing bad. |
| " 23.... | 42.2 | 35.4 | 31.9 | 29.1 | Fair; sleighing good. |
| " 24.... | 31.2 | 34.7 | 27.8 | 26.8 | Cloudy. |
| " 25.... | 33.8 | 8.3 | 4.1 | -2.5 | Cloudy. |
| " 26.... | 6.8 | 28.8 | -11.5 | -9.9 | Fair. |
| " 27.... | 27.7 | 32.0 | 17.6 | 15.7 | Fair. |
| " 28.... | 27.0 | 32.7 | -3.3 | -4.0 | Fair. |
| Mar. 1.... | 28.3 | 30.1 | 15.7 | 20.8 | Cloudy. |
| " 2.... | 30.0 | 34.2 | 17.2 | 12.8 | Fair. |
| " 3.... | 28.0 | 33.4 | 9.5 | 5.2 | Fair; sleighing bad. |
| " 4.... | 27.2 | 33.8 | 1.2 | -0.2 | Fair; ice on river about 23 inches. |
| " 5.... | 30.8 | 40.7 | 3.7 | 2.8 | Fair. |
| " 6.... | 36.0 | 39.0 | 26.5 | 24.8 | Fair. |
| " 7.... | 34.2 | 39.2 | 18.6 | 17.7 | Fair. |
| " 8.... | 34.0 | 27.3 | 19.9 | 21.2 | Cloudy. |
| " 9.... | 22.0 | 34.7 | 0.7 | -1.0 | Fair. |
| " 10.... | 30.0 | 32.2 | 8.4 | 5.0 | Fair; aurora. |
| " 11.... | 28.1 | 22.2 | 13.5 | 12.5 | Cloudy " |
| " 12.... | 15.8 | 29.8 | -6.1 | -6.1 | Fair; squally wind. |
| " 13.... | 25.2 | 26.3 | 12.2 | 13.1 | Cloudy. |
| " 14.... | 24.2 | 28.2 | 14.8 | 15.7 | Cloudy; snow. |
| " 15.... | 25.2 | 28.6 | 17.9 | 18.0 | Cloudy; squally wind; sleighing good. |
| " 16.... | 23.2 | 25.2 | 14.2 | 15.0 | Fair. |
| " 17.... | 21.5 | 31.5 | -9.8 | -10.4 | Fair. |
| " 18.... | 28.2 | 29.2 | 16.4 | 15.8 | Cloudy; snow. |
| " 19.... | 27.0 | 40.6 | 4.0 | 6.2 | Fair. |
| " 20.... | 38.3 | 38.9 | 33.9 | 30.2 | Fair. |
| " 21.... | 35.8 | 36.1 | 24.3 | 21.1 | Fair. |
| " 22.... | 31.3 | 29.9 | 22.4 | 21.4 | Cloudy; snow. |
| " 23.... | 26.2 | 35.7 | 12.2 | 17.9 | Cloudy; light snow. |
| " 24.... | 29.0 | 31.0 | 5.8 | 6.9 | Cloudy; fine sunrise. |
| " 25.... | 23.0 | 21.2 | 3.2 | 2.2 | Fair. |
| " 26.... | 16.0 | 41.7 | -9.9 | -10.8 | Fair; fine sunrise. |
| " 27.... | 37.0 | 38.1 | 18.8 | 26.8 | Fair. |
| " 28.... | 32.5 | 25.4 | 22.4 | 16.8 | Cloudy; snow. |
| " 29.... | 21.7 | 28.6 | 2.7 | 2.2 | Cloudy. |
| " 30.... | 25.2 | 41.4 | 2.3 | 6.0 | Cloudy; fine sunrise. |
| " 31.... | 39.2 | 48.2 | 36.1 | 38.1 | Cloudy; rain with snow; sleighing bad. |
| April 1.... | 40.0 | 38.6 | 25.8 | 25.7 | Cloudy; ice on river about 22 inches. |
| " 2.... | 34.0 | 41.2 | 20.0 | 19.2 | Fair; snow. |
| " 3.... | 33.0 | 38.0 | 21.8 | 22.4 | Cloudy; snow. |
| " 4.... | 35.2 | 45.0 | 23.8 | 22.3 | Fair. |
| " 5.... | 40.8 | 37.2 | 29.8 | 30.1 | Cloudy; snow. |
| " 6.... | 32.0 | 37.0 | 23.2 | 22.2 | Fair. |
| " 7.... | 35.6 | 40.3 | 21.6 | 21.3 | Fair; junco. |
| " 8.... | 35.0 | 41.3 | 30.7 | 30.9 | Cloudy; rain and snow. |
| " 9.... | 39.1 | 48.2 | 34.7 | 36.2 | Cloudy; rain; geese. |
| " 10.... | 41.0 | 36.1 | 28.6 | 28.1 | Fair; rain; river risen. |
| " 11.... | 33.2 | 42.0 | 18.2 | 17.7 | Fair; perfect day; juncos. |
| " 12.... | 40.0 | 47.8 | 16.4 | 16.0 | Fair; perfect day; no sleighing. |
| " 13.... | 47.2 | 54.4 | 21.0 | 20.8 | Fair. |
| " 14.... | 52.0 | 45.7 | 32.8 | 41.7 | Cloudy; rain; thunder. |
| " 15.... | 45.0 | 45.7 | 30.3 | 29.9 | Fair. |

7-8 EDWARD VII., A. 1908

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

| Date. | THERMOMETER READINGS. | | | | Weather. |
|--------------|-----------------------|--------|----------|--------|--|
| | Maximum. | | Minimum. | | |
| | 6 a.m. | 6 p.m. | 6 a.m. | 6 p.m. | |
| 1907. | ° | ° | ° | ° | |
| April 16.... | 41·8 | 47·7 | 26·8 | 26·8 | Cloudy; rain and snow. |
| " 17.... | 33·5 | 37·5 | 28·5 | 27·0 | Cloudy. |
| " 18.... | 36·8 | 38·8 | 16·2 | 16·6 | Cloudy; river open. |
| " 19.... | 33·3 | 43·3 | 21·0 | 20·8 | Fair; perfect day. |
| " 20.... | 41·2 | 56·3 | 25·8 | 27·9 | Fair; perfect day; fine sunset. |
| " 21.... | 51·5 | 52·5 | 29·7 | 31·4 | Cloudy; anemones out. |
| " 22.... | 47·0 | 45·0 | 33·6 | 33·7 | Cloudy; snow. |
| " 23.... | 38·2 | 33·7 | 24·7 | 24·4 | Cloudy; light snow. |
| " 24.... | 31·3 | 41·6 | 20·8 | 20·4 | Fair; flicker; varied thrush. |
| " 25.... | 38·2 | 39·3 | 24·3 | 24·3 | Cloudy; snow; white crowned sparrow; Bohemian wax- |
| " 26.... | 26·0 | 20·8 | 14·6 | 14·7 | Cloudy. [wings. |
| " 27.... | 17·8 | 24·4 | 12·2 | 12·2 | Cloudy. |
| " 28.... | 23·2 | 41·8 | 3·2 | 3·7 | Fair. |
| " 29.... | 39·2 | 51·0 | 19·5 | 19·2 | Fair; perfect day. |
| " 30.... | 48·0 | 50·0 | 21·2 | 20·9 | Fair; snow. |
| May 1.... | 41·0 | 42·8 | 25·8 | 25·7 | Cloudy. |
| " 2.... | 37·0 | 45·6 | 19·2 | 20·8 | Cloudy. |
| " 3.... | 39·4 | 48·8 | 21·1 | 21·2 | Fair. |
| " 4.... | 48·0 | 50·2 | 23·0 | 24·0 | Cloudy. |
| " 5.... | 49·0 | 42·0 | 27·8 | 30·0 | Cloudy; rain and snow. |
| " 6.... | 36·5 | 54·8 | 25·5 | 21·0 | Cloudy. |
| " 7.... | 53·0 | 62·1 | 29·0 | 50·5 | Fair. |
| " 8.... | 55·5 | 65·0 | 28·5 | 32·2 | Fair. |
| " 9.... | 42·2 | 48·0 | 29·5 | 29·0 | Cloudy; snow. |
| " 10.... | 35·2 | 57·6 | 27·2 | 29·0 | Cloudy; rain and snow. |
| " 11.... | 47·0 | 52·3 | 34·5 | 35·8 | Fair. |
| " 12.... | 46·7 | 48·9 | 26·0 | 27·0 | Cloudy; catkins on poplars; light rain. |
| " 13.... | 41·8 | 55·9 | 31·2 | 32·0 | Cloudy; swallows; frogs piping. |
| " 14.... | 53·7 | 63·5 | 33·2 | 38·8 | Cloudy. |
| " 15.... | 58·3 | 60·9 | 49·8 | 51·0 | Cloudy; light rain; river rising. |
| " 16.... | 51·0 | 55·3 | 39·2 | 39·2 | Cloudy; butterflies. |
| " 17.... | 51·8 | 55·3 | 36·8 | 37·1 | Fair; light rain. |
| " 18.... | 52·4 | 52·6 | 38·7 | 39·9 | Cloudy; Audubon's warbler. |
| " 19.... | 51·0 | 40·2 | 39·4 | 35·3 | Cloudy; rain and snow; juncos building. |
| " 20.... | 36·5 | 41·4 | 33·0 | 32·8 | Cloudy; rain and snow. |
| " 21.... | 38·8 | 43·4 | 30·2 | 30·2 | Cloudy; rain and snow; tanagers. |
| " 22.... | 39·0 | 39·2 | 32·5 | 33·3 | Cloudy. |
| " 23.... | 37·7 | 44·0 | 33·0 | 33·7 | Cloudy; light rain and snow; fly catchers. |
| " 24.... | 41·5 | 50·3 | 28·4 | 31·0 | Cloudy. |
| " 25.... | 49·2 | 55·0 | 29·7 | 31·8 | Cloudy; chipping sparrows. |
| " 26.... | 52·0 | 60·0 | 31·2 | 32·5 | Cloudy. |
| " 27.... | 56·2 | 67·4 | 32·8 | 32·9 | Fair. |
| " 28.... | 61·2 | 64·3 | 32·2 | 35·8 | Fair. |
| " 29.... | 59·7 | 65·5 | 34·1 | 34·4 | Cloudy; arctostaphylos uva-ursi in flower. |
| " 30.... | 60·0 | 65·4 | 36·9 | 38·2 | Cloudy; populus tremuloides leafing. |
| " 31.... | 59·1 | 71·4 | 37·3 | 37·8 | Cloudy; light rain. |
| June 1.... | 54·9 | 56·4 | 40·6 | 41·4 | Cloudy; light rain; robins hatching. |
| " 2.... | 52·0 | 53·1 | 28·1 | 29·4 | Fair; thaspium cordata in flower. |
| " 3.... | 50·2 | 58·9 | 33·4 | 34·8 | Cloudy; river high and muddy. |
| " 4.... | 54·8 | 65·1 | 29·1 | 29·6 | Fair; frost. |
| " 5.... | 59·8 | 65·5 | 40·8 | 44·9 | Cloudy; light rain. |
| " 6.... | 60·0 | 66·8 | 34·2 | 37·0 | Fair. |
| " 7.... | 62·0 | 43·6 | 36·2 | 39·7 | Cloudy; rain. |
| " 8.... | 43·8 | 57·5 | 40·2 | 40·3 | Cloudy. |
| " 9.... | 53·8 | 60·2 | 36·8 | 43·0 | Cloudy. |
| " 10.... | 51·9 | 56·4 | 37·2 | 39·4 | Cloudy. |
| " 11.... | 52·0 | 60·1 | 34·8 | 35·0 | Cloudy; brown bats |
| " 12.... | 60·0 | 65·2 | 45·0 | 44·8 | Cloudy; rain; thunder. |
| " 13.... | 51·3 | 51·9 | 44·8 | 46·5 | Cloudy; rain. |
| " 14.... | 47·0 | 54·9 | 40·6 | 41·2 | Cloudy. |

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MAXIMUM and Minimum Temperatures, &c.—*Concluded.*

| Date. | THERMOMETER READINGS. | | | | Weather. |
|--------------|-----------------------|--------|----------|--------|-------------------------------------|
| | Maximum. | | Minimum. | | |
| | 6 a.m. | 6 p.m. | 6 a.m. | 6 p.m. | |
| 1907. | ° | ° | ° | ° | |
| June 15..... | 54.8 | 66.5 | 36.7 | 41.2 | Fair; rain. |
| " 16..... | 57.0 | 58.6 | 42.8 | 43.4 | Cloudy. |
| " 17..... | 56.8 | 68.1 | 40.5 | 43.2 | Fair. |
| " 18..... | 63.0 | 71.0 | 34.8 | 36.3 | Fair; many flowers in bloom. |
| " 19..... | 66.0 | 71.0 | 39.2 | 39.7 | Fair. |
| " 20..... | 64.2 | 51.0 | 41.8 | 40.2 | Cloudy; rain. |
| " 21..... | 44.3 | 49.8 | 34.4 | 35.0 | Cloudy " " |
| " 22..... | 46.0 | 53.0 | 38.3 | 38.3 | Cloudy. |
| " 23..... | 52.0 | 69.6 | 30.3 | 32.3 | Fair. |
| " 24..... | 66.0 | 73.3 | 45.9 | 47.5 | Fair; beautiful day. |
| " 25..... | 70.8 | 81.4 | 39.1 | 39.4 | Fair; perfect day; river very high. |
| " 26..... | 76.3 | 81.9 | 43.2 | 43.7 | Fair. |
| " 27..... | 73.3 | 75.3 | 50.9 | 52.0 | Cloudy; thunder; light rain. |
| " 28..... | 60.2 | 65.4 | 44.7 | 45.1 | Cloudy; rain. |
| " 29..... | 54.0 | 59.3 | 42.0 | 38.0 | Cloudy " " |
| " 30..... | 49.0 | 58.4 | 43.8 | 44.0 | Cloudy " " |

PART VII
YUKON TERRITORY

YUKON TERRITORY.

No. 1.

REPORT OF THE ACTING COMMISSIONER.

Dawson, Y.T., May 8, 1907.

The Hon. FRANK OLIVER,
Minister of the Interior,
Ottawa, Ont.

SIR,—I have the honour to submit the report of the Yukon Territory for the nine months ending March 31, 1907.

The production of gold in the Territory, as taken from the official returns, for the nine months ending March 31, 1907, was 220,319·40 ounces; at \$15 to the ounce, which is the valuation fixed for royalty purposes, the value would be \$3,304,791.05. This, however, is below the actual value, but must be used for purposes of comparison. For the last nine months the gold production has been less in proportion than during any similar period since 1898. This is due to the fact that nearly all the claims on Bonanza, Eldorado and Hunker creeks have been worked to such an extent by comparatively primitive methods, that it is no longer profitable to continue working them except by the introduction of a water system and the installation of dredges. A vast number of the claims on these creeks, and on the hillsides adjoining, have been acquired by purchase by the Yukon Consolidated Gold Fields Company.

DREDGING.

This company have installed three large dredges on lower Bonanza, and will have them in operation during the summer season of 1907. They are also constructing enormous ditches and flumes for the purpose of bringing about 5,000 miner's inches of water from the Twelvemile river, a tributary of the Yukon, to the gold fields of Bonanza and Hunker. The proposed work will necessitate the construction of ditches and flumes some fifty miles in length. They have also installed on the Little Twelvemile river, a power plant, to be operated by gravity water, which will provide by electricity the power to operate the dredges on Bonanza. This will enable the company to operate large tracts of ground, which are not sufficiently high grade to be worked profitably by individual miners. The company are also constructing a large dam at No. 57 above Discovery on Bonanza creek: which, when completed, will store 350,000,000 gallons of water. The difficulty in the past has been that the snow melts on the hills during the latter part of April and early in May, and there is a surplus of water for a few weeks, but by June 1, generally, there is not sufficient for hydraulic work on the hills. The construction of this dam will conserve the water for a long period, and enable work to be carried on during the dry season, usually June, July and August. The magnitude of the work of this company can hardly be overestimated, and when they have their ditch constructed and in full operation, the gold produced will be enormously increased, although I do not look forward to this result before the season of 1909.

The operations of the Canadian Klondyke Mining Company on Bear creek, where a large dredge has been at work for the last two seasons, have demonstrated that mining by this method can be successfully carried on.

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Bonanza Basin Gold Dredging Company operated a dredge at the mouth of the Klondyke river, with such satisfactory results that they intend, I understand, installing another one early this season.

The Lewes River Dredging Company, which has operated on Bonanza for the past five years, was very successful and will continue to work.

The Ogilvie dredge was engaged during the summer months at work on the submerged bed of the Klondyke river near its mouth. Arrangements have been made to transport this dredge to some claims on Indian river, where it will work during the summer of 1907.

The Fortymile Dredging Company, which installed a dredge on that river late in the season, will begin work as soon as the ice has gone.

The practicability of dredging for gold will be thoroughly demonstrated during the season of 1907, and if successful, in view of the conditions of the frozen ground, then we may expect a tremendous development along these lines.

INDIVIDUAL MINING.

Considerable individual mining has been carried on at Granville, Quartz, portions of Dominion and Hunker, during the present winter with, it is believed, considerable success. It was felt that every effort should be made to assist and encourage the opening up of new creeks for the individual miner, and the local government expended a considerable sum in the purchase of two Cameron pumps and a boiler to enable the miners of Duncan creek, in the Stewart River district, to sink to bed-rock and cross-cut the creek. It had been found that the water could not be successfully handled except by powerful pumps. The work this season was not altogether satisfactory, and it will require another winter's work to demonstrate the possibilities of this creek. The claim owners who were engaged in doing the representation work on one claim, are disappointed but by no means discouraged, and it is thought that next winter will thoroughly decide the value of this creek.

Considerable work was done in placer mining in the Salmon River district, notably on Livingstone creek, during the last season, and prospecting and mining on a smaller scale in the Kluane district. There has been great activity in the southern end of the Territory in quartz and copper. Many properties have been bonded, and it is confidently expected that considerable capital will be introduced and the enormous resources of this portion of the Territory thoroughly developed.

YUKON PLACER MINING ACT.

The Yukon Placer Mining Act has been in operation a sufficient length of time to enable us to appreciate the value of the present code. There may be occasion for some amendments and modifications, and at the next session of the Yukon Council the matter will be thoroughly gone into, and recommendations made that will tend to remove any cause for friction, and will make the Act as workable as possible, both in the interests of the individual miner and of the large companies now investing so heavily in the Territory.

YUKON COUNCIL.

The Yukon Council met on July 5, and prorogued on July 18. Fourteen ordinances were passed in connection with the local administration, and other necessary business transacted. The revenue of the Territory for the nine months ending March 31, was \$336,279.22, and the expenditure \$309,234.79.

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SCHOOLS.

The school system has been maintained in the same high state of efficiency as in the past, and has always given the greatest satisfaction to the people of the Territory.

ADMINISTRATION OF JUSTICE.

Good order and the absence of crime have marked the nine months just closed, due to the splendid service of the Royal Northwest Mounted Police and the prompt and efficient administration of justice.

GENERAL.

There is a feeling of optimism throughout the Territory, based on the splendid outlook for the future, which I feel cannot fail to be fully realized.

Reports are forwarded herewith from the Comptroller, Gold Commissioner, Assistant Gold Commissioner, Crown Timber and Land Agent and Director of Surveys.

In conclusion, I desire to thank the officials connected with the administration for their very efficient and painstaking service rendered, as in the past, with the greatest diligence and courtesy.

I have the honour to be, sir,

Your obedient servant,

J. T. LITHGOW,

Acting Commissioner.

No. 2.

REPORT OF THE GOLD COMMISSIONER.

DAWSON, Y.T., April 19, 1907.

J. T. LITHGOW, Esq.,

Acting Commissioner of the Yukon Territory.

Dawson, Y.T.

SIR,—During the nine months ending March 31, 1907, forty-seven protests have been issued by the clerk of the Gold Commissioner's Court.

This is a slight increase over the previous year, in which fifty-three protests were issued.

The increase is due in the first place to the large number of locations recently made in outlying creeks with a view to joining groups of claims together for dredging purposes, the general opinion prevailing that the creeks formerly staked and found not of sufficient value to work under the ordinary placer mining methods, will carry sufficient gold to work profitably if worked by a dredge. Secondly, owing to the changes in the Placer Mining Code from the mining regulations in force prior to August 1, last, a number of new questions have arisen for consideration that are not settled by the cases heard under the old regulations.

Only one case has been heard since August 1, last, under section 60 of the Placer Mining Code, and the result has been unsatisfactory. In the first place, no provision

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has been made in the Act for any procedure for hearing a dispute under this section; and secondly, there is no provision for enforcing a judgment given by the arbitrators; and thirdly, the arbitrators being inexperienced in hearing disputes, do not take proper notes of the evidence, and the result is that the record is in such shape that it is impossible for either party to appeal if they desire to do so. In the case that was heard the arbitrators were appointed and the parties appeared before them, but they did not take down notes of the evidence, and after they gave their decision it was found there was no means of enforcing the judgment, and the whole matter remained a nullity, as the parties who thought they were not properly treated would not adhere to the arbitrator's decision, and as far as I can learn, nothing further has been done in the matter. Considerable complaint was made at the same time over the costs of the arbitrators.

To my mind, the settling of disputes under this section is costly, cumbersome and unsatisfactory.

I have the honour to be, sir,

Your obedient servant,

E. A. SENKLER,

Gold Commissioner.

No. 3.

REPORT OF THE ASSISTANT GOLD COMMISSIONER.

DAWSON, Y.T., April 29, 1907.

The Acting Commissioner, Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit herewith the financial report of the Gold Commissioner's office, at Dawson, for the period extending from July 1, last, to March 31, last, which embodies the revenues collected at this office from mining dues during the said period, and also the revenues received at this office during the said period from the offices of the Mining Recorders for the Duncan and Sixtymile mining districts of the Yukon Territory.

The statement in question shows that the total receipts of mining dues amount to \$105,048.30, which is considerably in excess of the receipts for the corresponding period of the fiscal year ending June 30, 1906.

The work of this office has been increasing during the period of nine months ending on the 31st ultimo, and with the reduced staff, it has been at times impossible to keep up the work, especially during the summer months of 1906.

The Yukon Placer Mining Act of 1906, which came in force on August 1, 1906, has brought about an increase of work in connection with the provisions regarding the enlargement of the size of claims; and also regarding the grouping of claims. On the other hand, the coming into force of the said Act has done away with the necessity of certificates of work and free miner's certificates.

The returns of the Mining Recorder for the Duncan mining district have kept up about the same as during the previous year, and those of the Mining Recorder for the Sixtymile mining district have been about the same as they were prior to the abolition of the said office on January 31, 1905, for the corresponding months.

The returns of the offices of the Assistant Gold Commissioner at Whitehorse, and of the Mining Recorders for the Kluane mining district and the Conrad mining

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district have been forwarded to the Department of the Interior direct from Whitehorse during the period herein above-mentioned, and, therefore, there is no occasion for me to make any other reference than this to the said returns.

During the said period of nine months ending March 31, last, the following Interior, viz.:—

1. Lease No. 38, issued on March 17, 1903, in favour of Mr. Andrew W. McConnell, covering a location situated on the right limit of the base-line of Indian river, in the Dawson mining district, two miles in length by one mile in width, cancelled on October 15, last.

2. Lease No. 43, issued on November 5, 1902, in favour of the Klondike Consolidated Gold Fields, Limited, of London, England, covering a location situated on the right limit of the Stewart river, and having a length of about five miles, more or less, commencing at a point about five and three-quarter miles below the McQuestion river, and extending thence down stream the above-mentioned length, cancelled on March 1, last.

No hydraulic mining leases were issued by the Department of the Interior during the said period.

I have the honour to be, sir,

Your obedient servant,

F. X. GOSSELIN,

Assistant Gold Commissioner.

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RECAPITU

FINANCIAL STATEMENT of the Gold Commissioner's

| | Free Miner's Certificates. | Placer Grants. | Renewals. | Relocations. | Placer Registered Documents. | Placer Certificates of Partnership. | Placer Certificates of Work. | Abstracts. |
|-----------------------|-------------------------------|----------------|-----------|--------------|------------------------------------|---|------------------------------------|------------|
| | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. | § cts. |
| Dawson..... | 10,402 75 | 18,270 00 | 38,645 00 | 9,160 00 | 8,886 00 | 254 00 | 1,378 00 | 74 75 |
| Clear Creek..... | 33 50 | | 30 00 | 40 00 | 17 00 | 4 00 | 6 00 | ... |
| Duncan..... | 476 25 | 230 00 | 4,270 00 | 720 00 | 537 00 | 44 00 | 126 00 | ..... |
| Sixtymile | 86 75 | 1,139 00 | 1,170 00 | 280 00 | 451 50 | 8 00 | 46 00 | ... |
| Advance Deposit | | | | | | | | |
| | 10,999 25 | 19,630 00 | 44,115 00 | 10,200 00 | 9,891 50 | 310 00 | 1,556 00 | 74 75 |

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LATION.

Office for the Nine Months ending March 31, 1907.

| Amended Applications. | Water Grants. | Hydraulics. | Quartz Records. | Quartz Registered Documents. | Quartz Certificates of Work. | Quartz Certificates of Partnership. | Quartz Lien of Assessments. | Quartz Certificates of Improvement. | Quartz Average. | Advance Deposit. | Grand Total. |
|-----------------------|---------------|-------------|-----------------|------------------------------|------------------------------|-------------------------------------|-----------------------------|-------------------------------------|-----------------|------------------|--------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 30 00 | 1,130 00 | 1,764 50 | 1,125 00 | 387 50 | 467 50 | 35 00 | 100 00 | 60 00 | 1,254 32 | | |
| | 10 00 | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | 1,907 98 | |
| 30 00 | 1,140 00 | 1,764 50 | 1,125 00 | 387 50 | 467 50 | 35 00 | 100 00 | 60 00 | 1,254 32 | 1,907 98 | 105,048 30 |

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COMPARATIVE STATEMENTS.

RETURNS, Gold Commissioner's Office.

| | Year ending June 30, 1906. | Nine months ending March 31, 1907. | Increase, 1907. | Decrease, 1907. | Net Decrease. |
|--|----------------------------------|---|--------------------|--------------------|------------------|
| | § cts. | § cts. | § cts. | § cts. | § cts. |
| Free miner's certificates | 25,578 34 | 10,999 25 | ..... | 14,579 09 | ..... |
| Placer grants. | 7,515 00 | 19,630 00 | 12,115 00 | ..... | ..... |
| Renewals. | 46,710 00 | 44,115 00 | ..... | 2,595 00 | ..... |
| Relocations | 8,940 00 | 10,200 00 | 1,260 00 | ..... | ..... |
| Registered documents—placer. | 7,149 50 | 9,891 50 | 2,742 00 | ..... | ..... |
| Certificate of partnership | 586 00 | 310 00 | ..... | 276 00 | ..... |
| " work. | 9,396 00 | 1,556 00 | ..... | 7,840 00 | ..... |
| Abstracts | 40 50 | 74 75 | 34 25 | ..... | ..... |
| Amended applications. | 5 00 | 30 00 | 25 00 | ..... | ..... |
| Water grants. | 905 09 | 1,140 00 | 235 00 | ..... | ..... |
| Hydraulics. | 6,318 19 | 1,764 50 | ..... | 4,553 69 | ..... |
| Quartz records | 2,265 00 | 1,125 00 | ..... | 1,140 00 | ..... |
| " registering documents. | 815 75 | 387 50 | ..... | 428 25 | ..... |
| " certificate of work. | 985 00 | 467 50 | ..... | 517 50 | ..... |
| " " partnership. | 128 00 | 35 00 | ..... | 93 00 | ..... |
| " lieu of assessment. | 400 00 | 100 00 | ..... | 300 00 | ..... |
| " certificate of improvement. | 22 50 | 60 00 | 37 50 | ..... | ..... |
| " acreage. | 705 50 | 1,254 32 | 548 82 | ..... | ..... |
| Advance deposit. | 1,922 98 | 1,997 98 | | 15 00 | |
| No. 1 Hester. | 175 00 | | | 175 00 | |
| | 120,563 26 | 105,048 30 | 16,997 57 | 32,512 53 | 15,514 96 |

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INSTRUMENTS Issued during the Fiscal Nine months ending March 31, 1907.

| | Free Miner's Certificates. | Pacer Grants. | Renewals. | Relocations. | Pacer— Registered Documents. | Pacer— Certificates of Partnership. | Pacer— Certificates of Work. | Abstracts. | Amended Applications. | Water Grants. | Hydraulics. | Quartz Records. | Quartz— Registered Documents. | Quartz— Certificates of Work. | Quartz— Partnership. | Quartz— Lien of Assessment. | Quartz— Certificates of Improvement. | Quartz Average. |
|-----------------|-------------------------------|---------------|-----------|--------------|------------------------------------|---|------------------------------------|------------|--------------------------|---------------|-------------|-----------------|-------------------------------------|-------------------------------------|-------------------------|-----------------------------------|--|-----------------|
| Dawson.. | 1,747 | 1,827 | 2,893 | 916 | 3,207 | 104 | 712 | 5 | 6 | 42 | 3 | 213 | 139 | 180 | 14 | 1 | 24 | 24 |
| Clear Creek.. | 8 | ..... | 3 | 4 | 5 | 2 | 3 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Duncan..... | 100 | 23 | 330 | 72 | 248 | 22 | 93 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sixty mile..... | 14 | 113 | 83 | 23 | 161 | 4 | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals.. | 1,869 | 1,963 | 3,309 | 1,620 | 3,621 | 132 | 831 | 7 | 6 | 43 | 3 | 213 | 139 | 180 | 14 | 1 | 24 | 24 |

(June only.)

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FINANCIAL STATEMENT of the Gold Commissioner's Office from July 1, 1906, to
March 31, 1907.

| | Amount. | Totals. |
|---|------------|-----------|
| | \$ cts. | \$ cts. |
| <i>Receipts.</i> | | |
| To Free Miner's Certificates..... | | 10,402 75 |
| <i>Placer.</i> | | |
| To Grants..... | 18,270 00 | |
| Renewals..... | 38,645 00 | |
| Relocations..... | 9,160 00 | |
| Registered Documents..... | 8,886 00 | |
| Certificates of Partnership..... | 254 00 | |
| " Work..... | 1,378 00 | |
| Abstracts..... | 74 75 | |
| Amended Applications..... | 30 00 | |
| | 76,697 75 | |
| <i>Quartz.</i> | | |
| To Records..... | 1,125 00 | |
| Certificates of Work..... | 467 50 | |
| " Partnership..... | 35 00 | |
| Registered Documents..... | 387 50 | |
| Lieu of Assessment..... | 100 00 | |
| Certificate of Improvements..... | 60 00 | |
| Crown Grants Acreage..... | 1,254 32 | |
| | 3,429 32 | |
| <i>Sundry Accounts.</i> | | |
| To Water Grants..... | 1,130 00 | |
| Advance Deposit Account..... | 1,907 98 | |
| Hydraulics..... | 1,764 50 | |
| | 4,802 48 | |
| <i>Clear Creek.</i> | | |
| To Free Miner's Certificates..... | 33 50 | |
| Relocations..... | 40 00 | |
| Renewals..... | 30 00 | |
| Registered Documents—Placer..... | 17 60 | |
| Certificates of Work..... | 6 00 | |
| " Partnership..... | 4 00 | |
| Water Grants..... | 10 00 | |
| | 140 50 | |
| <i>Duncan.</i> | | |
| To Free Miner's Certificates..... | 476 25 | |
| Placer Grants..... | 230 00 | |
| Renewals..... | 4,270 00 | |
| Relocations..... | 720 00 | |
| Certificates of Work—Placer..... | 126 00 | |
| " Partnership..... | 44 00 | |
| Registered Documents..... | 537 00 | |
| | 6,403 25 | |
| <i>Sixtymile.</i> | | |
| To Free Miner's Certificates..... | 86 75 | |
| Placer Grants..... | 1,130 00 | |
| Relocations..... | 280 00 | |
| Renewals..... | 1,170 00 | |
| Certificate of Work—Placer..... | 46 00 | |
| Registered Documents..... | 451 50 | |
| Certificates of Partnership—Placer..... | 8 00 | |
| | 3,172 25 | |
| <i>Disbursements.</i> | | |
| By Receiver General..... | 103,016 07 | |
| Gold Commissioner's Suspense Account..... | 109 25 | |
| Balance Account..... | 1,922 98 | |
| | 105,048 30 | |

Certified true and correct.

F. A. H. FYSH,
Accountant.

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No. 4.

REPORT OF THE COMPTROLLER.

DAWSON, Y.T., April 10, 1907.

J. T. LITHGOW, Esq.,
Acting Commissioner of the Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit my report for the fiscal nine months ending March 31, 1907.

The expenditure under the vote 'Administration of the Yukon' through the Department of the Interior, disbursed through my office, was \$124,299; statements, with vouchers, being forwarded to the department at the end of each month.

The local revenues and expenditures of the Yukon Territory for this period were: revenue, \$336,279.22; expenditure, \$309,234.79. administered through my office; quarterly statements, with vouchers, being sent to the Auditor General as required by order in council. I attach a copy of the balance sheet on March 31, 1907.

It was not considered advisable to change the fiscal year in the management of the local affairs of the Yukon Territory, as it is much more convenient to hold meetings of the Yukon Council during the month of July, or August at the latest, when the business of the previous fiscal year can be wound up and presented to the council; consequently there is a difference between the Dominion fiscal year ending March 31, and the local fiscal year ending June 30, as formerly, of three months.

The disbursement on account of the Department of Justice was \$20,859.27, for services in connection with this Territory, monthly statements being forwarded, with vouchers.

The expenditure on account of the Department of Indian Affairs, for the relief of sick and destitute Indians, &c., was \$2,496.39, and for schools, \$2,250.

The management of the expenditure of the Department of Public Works 'buildings' has, as heretofore, been vested in the Superintendent of Public Works and myself; the expenditure was \$60,696.56.

The royalty collected in the Territory for the nine months was \$82,622.42,—Dawson, \$80,530.38, and Whitehorse, \$2,092.04. There was nothing collected at Fortymile.

The receipts from free certificates issued to exporters of gold from Alaska were \$215.50.

The revenue from these sources was forwarded to the credit of the Receiver General, drafts being sent to the department weekly, and statements monthly.

The revenue from the sale of the Yukon Territorial Court Law stamps was \$3,065.10, from Mining Court stamps, \$342.75; drafts and statements being sent to the Department of Inland Revenue.

Monthly statements of the revenue received in the offices of the Gold Commissioner and Crown Timber and Land Agent have been checked each month as formerly, and the returns forwarded to the Department of the Interior. The suspense account in the Gold Commissioner's office has been checked and the cheques countersigned in payment of withdrawals.

The management of the affairs of the City of Dawson has been vested in my office. A copy of the balance sheet on March 31 is attached hereto.

Since January 1, the services of the Assistant Tax Collector have been dispensed with, the city office having been transferred to my office.

I have the honour to be, sir,

Your obedient servant,

G. I. MACLEAN,

Acting Comptroller.

No. 5.

REPORT OF CROWN TIMBER AND LAND AGENT, DAWSON.

DAWSON, Y.T., May 1, 1907.

J. T. LITHGOW, Esq.,
Acting Commissioner of the Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit my report for the nine months ending March 31, 1907, attached to which you will find

Statement of revenue in the Timber Branch.

Statement of revenue in the Lands Branch.

Statement of Timber and Hay Permits issued.

The revenue has increased, over the same period of last year, in the Timber Branch \$1,129.07; in the Lands Branch, \$232.49.—\$1,361.56.

During the above period \$1,881.03 was paid in on account of the purchase of Dominion lands, \$1,534.31 on account of coal lands and survey fees therefor, and \$105.15 on account of the purchase of town lots.

There is not much demand for Dominion lands, and the availability of these will hereafter be taken advantage of only by those whose vocation makes their residence on the land a necessity, the cultivating of the land being a profitable side issue. The farms already in cultivation in the vicinity of Dawson are quite capable of supplying the present market for products of agriculture. Chicken raising as an industry has developed considerably of late years. Ranch eggs sell at \$3 a dozen in the winter and \$2 in the summer. The first crops of light vegetables, such as lettuce, radishes and onions, are raised in greenhouses, and are usually on the market by about Easter. A number of farms along the Klondike river last season suffered as a result of the high water carrying and depositing a heavy sediment over acres which had been seeded, and again, later, it was found that worms and insects had invaded entire crops. In view of these difficulties and the fact that miles of the Klondike will soon be dredged for gold, the Klondike is being abandoned by the farmer. The best farming locations in the neighbourhood of Dawson are directly across the river, at Sunnydale and West Dawson, where the ground is high.

As the figures show, the sale of coal lands figures largely in the revenue. There is a boom in coal lands and a large revenue will be derived from this source during the current year. Coal mines are now being worked on Coal creek, below Fortymile, at Five Fingers, at Tantalus and at Tantalus Butte, at which latter place Mr. C. E. Miller, the discoverer, claims to have the best coal yet found in the Yukon Territory. Mr. Miller also discovered the Five Fingers mine and the Tantalus mine. All the steamers on the Dawson-Whitehorse run will consume coal this season, with the exception of the three new boats to be operated by the White Pass & Yukon Route, which also will burn coal eventually. Thousands of tons of coal will be placed on the market this season.

Homestead regulations were adopted by order in council dated July 23, 1906, which came into force on January 2, last, but owing to the fact that we have only now received advice to this latter effect, the several applications made to this office for permission to homestead were not dealt with.

There are three saw-mills operating in Dawson district at the present time, all of which are located in Dawson and all are run by steam-power. In addition to these there is a mill on the Twelvemile river, operated by the Yukon Consolidated Gold Fields Company, at which they manufacture the lumber required by them for mining purposes. From this the department receives no revenue.

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The total sales of the three mills during the nine months are as follows: 1,624,689 feet of lumber, 44,944 railway ties, 602 $\frac{3}{4}$ cords of wood.

The average price now obtained for all kinds of lumber is \$40 per thousand feet B.M.

The new system of issuing permits for the cutting of saw-logs seems to work satisfactorily. Woodmen are enabled to cut small patches of logs which they find near their wood camps, and thus timber is saved which would otherwise be left or cut up into cordwood. The timber berths now in existence are getting to be pretty well denuded of timber.

Wood for use on steamboats cannot be got less than a distance of two miles from the Yukon, and the necessity of going further back is opportunely relieved by the advent of coal. Wood is getting to be very scarce at a distance from Dawson which would pay, and in the near future wood will likely be entirely displaced by coal for fuel purposes. I believe there will be sufficient coal mined this season to operate all the steamers, as well as supplying Dawson with fuel.

A great portion of the Dawson waterfront was relinquished by the lessees last year, but owing to the large shipments of coal which are to be made to Dawson this summer and in future, nearly all of that abandoned has been taken up for the purpose of erecting coal docks thereon. No less than 750 feet of frontage has been applied for, for this purpose, whilst in Dawson and Klondike City 550 feet had previously been taken up and put to the same use.

As you are aware, this office was placed in my charge last August, thus leaving me in the dual capacity of Assistant Gold Commissioner and Crown Timber and Land Agent. This was done by the Commissioner, under instructions from the Minister of the Interior. Although there is a considerable amount of work in connection with the administration of this office, all the clerical work, accounting and correspondence has been attended to by one clerk, Mr. W. F. Povah, since last August, and the inspection work has been done by one inspector. The staff has been steadily decreased from a total of seven to one clerk in the office, and one timber inspector, under my supervision, creating a saving to the department of over one thousand dollars per month.

Your obedient servant,

F. X. GOSSELIN,

Crown Timber and Land Agent.

CROWN TIMBER BRANCH.

| Date. | Royalty. | Timber Permits. | Seizures. | Hay Permits. | Coal Royalty. | Total. |
|----------------|----------|-----------------|-----------|--------------|---------------|-----------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1906. | | | | | | |
| July..... | 493 86 | 881 30 | 54 50 | 105 00 | | 1,534 66 |
| August..... | 1,031 94 | 693 93 | | | | 1,725 87 |
| September..... | 2,167 47 | 1,348 84 | 44 25 | | 351 55 | 3,912 41 |
| October..... | 1,958 85 | 1,910 75 | 248 00 | | | 4,117 60 |
| November..... | 162 32 | 1,318 00 | 47 00 | | 165 49 | 1,692 81 |
| December..... | 160 42 | 758 75 | 6 50 | | | 925 67 |
| 1907. | | | | | | |
| January..... | 277 57 | 61 25 | 68 50 | | | 407 32 |
| February..... | 247 37 | 290 00 | | | | 537 37 |
| March..... | 750 84 | 257 00 | 26 00 | | | 1,063 84 |
| | 7,250 64 | 7,549 82 | 494 75 | 105 00 | 517 34 | 15,917 55 |

F. X. GOSSELIN,

Crown Timber and Land Agent.

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DOMINION LANDS BRANCH.

| Date. | General Sales. | Rentals. | Registration Fees. | Survey Fees. | Total. |
|----------------|----------------|----------|--------------------|--------------|----------|
| 1906. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July..... | 189 5 | | 2 00 | | 191 59 |
| August..... | 1,344 81 | 8 25 | 2 00 | | 1,355 06 |
| September..... | 20 00 | 52 66 | | | 72 66 |
| October..... | 1,581 38 | | 8 50 | | 1,589 88 |
| November..... | 39 60 | 718 98 | | | 758 58 |
| December..... | 45 11 | 5 00 | 22 00 | | 72 11 |
| 1907. | | | | | |
| January..... | | 928 28 | | | 928 28 |
| February..... | | | 2 00 | | 2 00 |
| March..... | 200 00 | 230 75 | 4 00 | 100 00 | 534 75 |
| | 3,420 49 | 1,943 92 | 40 50 | 100 00 | 5,504 91 |

F. X. GOSSELIN,
Crown Timber and Land Agent.

PERMITS ISSUED AT DAWSON DURING THE NINE MONTHS,
JULY 1, 1906, TO MARCH 31, 1907.

| No. | B. M. Logs. | House Logs. | Cordwood. | Hay. |
|-----|-------------|-------------|---------------|---------|
| 6 | 155,000 | | | |
| 1 | | 7,000 | | |
| 101 | | | 12,327 | |
| 2 | | | (renewed) 347 | |
| 17 | | | | 71 tons |
| 127 | | | | |

F. X. GOSSELIN,
Crown Timber and Land Agent.

No. 6.

REPORT OF THE DIRECTOR OF SURVEYS.

Dawson, Y.T., April 15, 1907.

J. T. LITHGOW, Esq.,
Acting Commissioner, Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit the following report of the operations of the Survey Office for nine months ending March 31, 1907.

Mr. Genest (draughtsman) was employed in this office until August 31, since that time Mr. Gibbon, D.L.S., and myself have been the only members of the staff.

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In August and September surveys of base lines, under the code, of the following creeks were made by Mr. Gibbon: Guysboro off Klondike, Belcher off Klondike, Rabbit off Klondike, 20 Pup off Hunker, 21 Pup off Hunker, Hattie Gulch off Hunker, 37 Pup off Hunker.

These base line surveys include surveys of the end boundaries of the claims located on the creeks, and the system has proven very satisfactory. While these surveys are somewhat more expensive, much more information as to location of claims is obtained, and double staking of the same ground is largely prevented.

On account of the office staff being so reduced Mr. Gibbon has considerable field-work for which returns have not been made, namely, the following surveys:—

- Clear Creek base line (spring, 1905).
- Photo-topographical survey, Klondike watershed (1905).
- Barker Creek base line (spring, 1906).
- Traverse 40 miles Stewart river (1906).

Plans of the following surveys were filed in this office during these months, and include the surveys made by surveyors in private practice in the Territory:—

| | |
|-----------------------------------|----|
| Group lots. | 12 |
| Advertised placer claims. | 13 |
| Base lines. | 7 |
| Subdivisions. | 2 |
| Reference traverse. | 1 |

I have the honour to be, sir,

Your obedient servant,

C. W. McPHERSON,

Director of Surveys, Y.T.

No. 7.

REPORT OF THE ASSISTANT GOLD COMMISSIONER, WHITEHORSE.

WHITEHORSE, Y.T., April 29, 1907.

J. T. LITHGOW, Esq.,
Acting Commissioner,
Dawson, Y.T.

SIR,—I beg to submit the following report of the Whitehorse district during the past fiscal year.

Only since July 1, last, has the Whitehorse division of the Whitehorse district made any real advance towards becoming a mining camp.

During the past summer Mr. Byron White, of Spokane, started work on the Pueblo and Carlisle claims and met with such success that the Grafter, Arctic Chief and Valerie claims have changed hands and are now being worked with most encouraging results. In addition to the above Col. W. S. Thomas has, on behalf of eastern capitalists, purchased about four hundred claims, including some of the best properties on the range. Col. Thomas is now arranging to spend a very considerable amount in development.

The prospects for this division are now brighter than ever before, and it is now practically assured that, within a very few years, this division will be an important factor in the production of copper.

The Big Salmon division of the Whitehorse district has produced about \$70,000

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in gold during the past season, and promises to equal this for a few years to come at least. In this division Summit, Cottonveva and Livingstone creeks are all producing.

The Nisutlin division has not, up to the present, developed anything of value. Not more than ten men spent last winter in this division.

The Kluane district has produced about \$20,000 in gold, but nothing new has been developed in placer. Several most promising copper areas have been discovered and there is little doubt that a railway through that district would develop many valuable copper mines.

In the Conrad district about \$225,000 was spent in the development of silver gold properties, with good results.

Valuable ore in considerable quantities has been struck on the Montana, Vault, Venus and Big Thing claims, also on the T. M. Daulton properties.

Between 500 and 600 claims were recorded in the Watson division, and about \$20,000 spent in development. Ten tons of ore from the Tally Ho group netted \$46 per ton over freight and smelting charges.

The following will show the fees collected in the different offices since July 1, last, with the exception of the Kluane returns for July, 1906, we having no copy of the Kluane return for that month:—

Whitehorse Office—

| | |
|--|-----------|
| Timber.. | \$ 437 37 |
| Land.. | 1,580 14 |
| Accege and Crown grants.. | 519 84 |
| Gold royalty.. | 2,092 04 |
| Free miner's certificates.. | 1,105 50 |
| Placer grants.. | 200 00 |
| Placer relocations.. | 230 00 |
| Placer renewals.. | 1,980 00 |
| Placer certificate of work.. | 108 00 |
| Placer certificate of partnership.. | 10 00 |
| Placer assignment fees.. | 208 00 |
| Quartz grants.. | 4,340 00 |
| Quartz certificate of work.. | 285 00 |
| Quartz certificate of partnership.. | 22 50 |
| Quartz payment in lieu of assessment.. | 400 00 |
| Quartz registered documents.. | 626 50 |

| | |
|---------------------------------------|-------------|
| Total for Whitehorse office.. | \$14,144 89 |
|---------------------------------------|-------------|

Conrad Office—

| | |
|--|----------|
| Free miner's certificates.. | 241 75 |
| Quartz grants.. | 1,710 00 |
| Quartz certificate of work.. | 172 50 |
| Quartz certificate of partnership.. | 5 00 |
| Quartz payment in lieu of assessment.. | 200 00 |
| Quartz registered documents.. | 132 50 |

| | |
|-----------------------------------|------------|
| Total for Conrad office.. | \$2,461 75 |
|-----------------------------------|------------|

Kluane Office—

| | |
|---|----------|
| Placer grants.. | 80 00 |
| Placer relocations.. | 570 00 |
| Placer renewals.. | 1,775 00 |
| Placer certificate of work.. | 142 00 |
| Placer certificate of partnership.. | 8 00 |
| Quartz grants.. | 90 00 |

| | |
|-----------------------------------|------------|
| Total for Kluane office.. | \$2,665 00 |
|-----------------------------------|------------|

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The foregoing statement shows the total fees collected to be \$19,271.64 for nine months.

Your obedient servant,

L. T. BURWASH,

Acting Assistant Gold Commissioner.

No. 8.

REPORT OF ACTING COMMISSIONER LITHGOW ON AGRICULTURAL PRODUCTIONS.

DAWSON, Y.T., November 22, 1906.

Hon. W. W. B. McINNES,
Commissioner, Y. T.,
Russell House, Ottawa.

SIR,—Referring to a request of the department for a report on the agricultural productions of the Territory, I have the honour to submit that this Territory has made wonderful strides in the past few years in agricultural productions. It was considered in 1898 that it would be impossible to raise vegetables here, owing to the shortness of the summer, but the experiments of the last few years have shown us that we can produce nearly all the vegetables that are grown in other parts of the Dominion. The farming so far is principally confined to the river bottoms, where the soil is richer than on the hillsides. Native hay is largely grown, and the production the past season was about 200 tons, marketed in Dawson, which sold at \$60 a ton. There was also about 100 tons of native oats raised. This is cut green and used as fodder, and realized about \$75 per ton.

The production of vegetables for the past year, taken from the figures furnished by the board of trade, is estimated as follows:—

Lettuce and radishes of a superior quality sufficient to amply supply the wants of the Territory; cabbage and cauliflower, 40 tons; turnips, 40 tons; carrots, 20 tons; beets, 15 tons; potatoes, 75 tons; celery, 1,200 dozen.

The home production of turnips, carrots, beets and celery is sufficient to supply all the local demands, and importations have ceased. The vegetables raised in the Klondike cannot be excelled, if equalled, anywhere else in the world in size and quantity. The forced growth through the summer under the never-setting mid-night sun allows no time for shrinkage or toughening in any way. All vegetables are free from pith, and are unmolested by any form of insect life or any other annoyance known to farmers in many other parts of the world. Many of the Dawson gardeners have stocked their cellars heavily, and will have turnips, potatoes, beets and celery for sale most of the winter. Some have extended greenhouses in which many vegetables are grown through the winter and early spring. Potatoes are grown most successfully in all parts of the Territory. They bring from 5 to 8 cents per pound on the Dawson market. Experiments are being made gradually with hardy grains, and doubtless the Yukon in time will grow far more of the supplies that it annually consumes than it has yet ventured to produce.

Your obedient servant,

J. T. LITHGOW,

Acting Commissioner.

PART VIII.

REPORT OF THE SUPERINTENDENT OF MINES.

REPORT OF THE SUPERINTENDENT OF MINES.

DEPARTMENT OF THE INTERIOR,
OTTAWA, March 30, 1907.

The Hon. FRANK OLIVER, P.C., M.P.,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit herewith the annual report upon the conduct of the Mines Branch for the fiscal nine months ended March 31, 1907.

MINERAL RESOURCES.

IRON ORE DEPOSITS.

Field Work.

The field work on the iron ore deposits of Canada covered deposits in Nova Scotia, of the Thunder Bay and Rainy River districts of Ontario and the region along the Ottawa Valley on the Quebec side.

The field party in Nova Scotia was in charge of Dr. J. E. Woodman, Professor of Geology, Dalhousie College, Halifax, N.S.; that of the Rainy River and Thunder Bay districts was in charge of Mr. F. Hille, M.E., of Port Arthur, Ont.; and that along the Ottawa Valley was in charge of Mr. Fritz Cirkel, M.E., of Montreal, Que.

The following are the regions investigated by the different parties:—

Regions investigated by Dr. J. E. Woodman—

1. The Torbrook, Nictaux and Clementsport basins.
2. Some of the North Mountain trap occurrences.
3. The deposits between Windsor and Truro.
4. Brookfield.
5. The Cobequid Mountain iron zone from De Bert river westward.
6. Arisaig.
7. Whycomagh, in Cape Breton.
8. Barachois, in Cape Breton.

Regions examined by Mr. Hille—

- The Matawin.
- The Shebandowan.
- The Atikokan.
- The Loon Lake.

in the western part of Ontario.

Mr. Cirkel examined the iron ore deposits along the Ottawa Valley, a region extending from the city of Ottawa along the Ottawa river on the Quebec side for a length of over 100 miles, and from Ottawa along both sides of the Gatineau river to the town of Maniwaki, a distance of 83 miles, comprising a total area of approximately 900 square miles.

In addition several deposits were examined near Buckingham on the Lièvre river, and north of Grenville on the Ottawa river.

Magnetic Surveys.

On instructions received from you to have a magnetometric survey made of the iron ore property of Black Lake and adjacent region, the services of Mr. Einar Linde-

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man, M.E., were engaged for this work. Mr. Lindeman proceeded to his field of operations on May 17 last, and after a survey of the Black Lake property, continued his survey over a region east of Thirteen Island lake, Thirty Island lake, Black lake, Norway lake, and some distance further in a northeast direction up to Pond Lily lake. Mr. Lindeman having reported that along the whole of this stretch of country only a few small pockets of magnetite of high sulphur content and of no commercial value were found, he was recalled on August 15, and instructed to proceed to New Brunswick to make a magnetometric survey of the Austin-Brook iron ore property near Bathurst, N.B.

This property proved on examination to be a valuable ore field, consisting of eight different deposits, one of 1,800 feet in length, one of 2,000 feet in length, and six other smaller deposits. Two vertical bore-holes 750 feet apart on the 2,000 foot deposit, which dips to the N.W. at an angle of from 50° to 60° , struck the foot wall at a depth of 162 feet in each case, showing in one case a width of the deposit of 85 feet.

An examination of the drill core proved the ore to be part magnetite and part hematite, containing from 48 to 50 per cent of iron.

Mr. Lindeman returned from the field on December 1 and has since been occupied with the plotting and drafting of the magnetic maps.

Monograph on Graphite.

The monograph on Graphite prepared by Mr. Fritz Cirkel and now in the press treats of the following subjects:—

The history, chemical and physical properties of graphite. Modes of occurrence in Canada and other countries. Origin, composition and qualities for commercial purposes. Determination of values by different methods. Statistics of production and prices, &c. Dressing and refining. Finally, the uses of graphite.

This monograph is copiously illustrated.

ELECTRIC SMELTING OF IRON ORE.

The final report on the experiments made at Sault Ste. Marie under government auspices in the smelting of Canadian iron ores by the electro-thermic process is in the press and will be ready for distribution at an early date. The report contains a detailed statement of the work done and results obtained, of all measurements made, of the analyses of the pigs and slags produced and of the iron ores employed. To facilitate the comprehension of the text illustrations are given of the furnace employed, and changes made in its construction and of the machinery employed. Plans are given of two commercial electric furnaces, which have recently been patented. In an appendix a detailed account and description, with illustrations, are given of the recent inventions and improvements made in electric furnaces in Sweden, also an account by Professor Eichhoff, Professor of Metallurgy, of the Technical High School at Charlottenburg, Germany, of the advantages of the Heroult electric process of making high-class steel, and cost of production.

Electric Smelting Plant in Canada.

The first electric smelting plant in Canada for the production of pig iron and later of high-grade steel and steel castings is at present under construction.

This plant will be located at Welland, Ont., on a piece of ground facing the Welland canal.

The first installation will consist of one 3,000 h.p. furnace of the latest type brought out by Dr. Heroult and his associates. This furnace is expected to produce 35 tons of pig iron per day, when not utilizing the gases produced by the reduction,

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and 40 tons when the gases are used for preheating and reduction. The power will be furnished by the Ontario Power Co., of Niagara Falls, at a voltage of 12,000 volts, and then transformed to the required voltage.

This first furnace will be used for the purpose of demonstrating that pig iron can be commercially produced by the electro-thermic process even at such an unfavourable site as Welland, where the price of power is high and the nearest ore supply about 150 miles distant. Some of the ore used will be brought from Port Arthur, containing as high as 1½ per cent sulphur. Other ores of a very refractory nature will also be used, the intention of the promoters being to employ exclusively Canadian ores.

The first furnace will be followed by a second one of probably larger capacity. A Heroult steel furnace will be put down at the same time, and the entire production of the second furnace will be used for the manufacture of high-grade steel castings, which are at present not made in Canada, and also for a limited number of ordinary steel castings.

The electrodes will be manufactured by the Heroult secret process, a plant with a capacity of 18 electrodes per week being constructed.

The organization of this demonstrative plant is due to the efforts of Mr. R. Turnbull, Canadian representative of the Heroult processes and furnaces, and also to Mr. R. H. Wolff, American representative of same. These gentlemen, along with some friends also interested in the above processes, are investing their own private capital in the enterprise, thus proving that not only are they certain of the results that can be obtained by this new process, but are now leading the way for others by taking the first risk and building the first commercial plant.

Electric Smelting Plant in United States.

At Baird, California, an electric smelting plant for the production of pig iron is at present under construction, and is expected to be in operation in May, 1907.

The first installation will be a 2,000 h.p. furnace with a guaranteed output of 20 long tons per 24 hours. If successful, this plant is to be enlarged to a capacity of 600 to 800 tons per day.

The ore which will be employed is a very rich magnetite, containing only a very small percentage of sulphur and phosphorus. The reducing agent will be charcoal, and for the production of the charcoal a plant has already been erected.

TRIP TO COBALT.

In accordance with your instructions of November 28 last, to proceed to Cobalt and obtain information for a report showing the present and prospective output of the mines of the silver-cobalt ores in that locality, the report to contain also a statement of the methods by which the metals are extracted from the ore and the cost of the operations involved, I proceeded at once to Cobalt, where I visited all the important shipping mines for the purpose of obtaining the required information regarding output.

In order to obtain the information regarding the processes employed and cost of operations of extracting the metals from the ore, I visited the smelting works and head offices of the smelting companies in the United States, to which the cobalt-silver ores had been shipped for treatment, namely: The American Smelting and Refining Company, who have their smelting works at Perth Amboy, New Jersey, with head office at 71 Broadway, New York City. The Balbach Smelting and Refining Company, at Newark, New Jersey. The Orford Company, with head office at 43 Exchange Place, New York City.

I found that the American Smelting and Refining Company and the Balbach Smelting and Refining Company have no process for saving the cobalt, nickel and arsenic contents of the ore. The saving of the silver is effected by the use of lead ore

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as collector. No detailed description of the process was, however, available, nor could anything be learned regarding costs of extraction.

A report entitled 'Report on the present and prospective output of the mines of the cobalt-silver ores of the Cobalt district,' giving a detailed statement of the information collected, was issued by the Mines Branch in December last.

Chemical Laboratory.

The preparation of the final report on the experiments made at Sault Ste. Marie under government auspices in the smelting of Canadian iron ores required a large number of analyses of the pig iron and slags produced. On account of the pressing need of this work and the large number of specimens of iron ore sent in for analysis by the field parties engaged in the examination of our iron ore resources, it became necessary to employ a chemist for this work. Mr. Harold Axel Leverin, graduate of the Chalmerka Institute at Gottenburg, Sweden, in chemical engineering, formerly employed as chemist by the Lake Superior Corporation, Sault Ste. Marie, was appointed on July 1, 1906, as chemist of the Mines Branch. By the courtesy of the Director of the Geological Survey, Mr. Leverin was permitted to share the laboratory of Mr. M. F. Connor.

Mr. Leverin reports that his work since July 1 last, consisted in the analysis of 120 samples requiring 739 separate determinations. This work was done under very disadvantageous conditions, the facilities of the laboratory occupied by him being inadequate for accurate and rapid work.

A new laboratory is being fitted up for the Mines Branch and will shortly be completed. It occupies the entire top floor of the Thistle Building, Wellington street, and is partitioned into five rooms, office, laboratory, balance, crusher, store and sample rooms.

The crushing is effected by one Case's Jaw crusher, driven by a one-horse-power induction motor, which also supplies power for the blower. A Wetherhead's mill and an agate mortar grinder, the latter driven by a separate ½ horse-power induction motor, will be used for grinding.

Gas fuel is employed only for the distillation of water and for Bunsen burners, but for all ignition, fusions and high temperatures an electric furnace is employed, and for boiling and evaporating an electric hot plate is used which can be regulated from 100° to 400° C.

The use of electric power for heating is of great advantage in chemical work. Gas, on account of its impurities, considerably interferes with good results and is very destructive to platinum ware.

A special table has been constructed for electrolytical analyses and research work. The electric current at the required volts and amperes is supplied by a storage battery.

The new laboratory is equipped with the most modern labour-saving appliances and instruments, thus making it possible to obtain a maximum amount of work in combination with accuracy and speed.

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DOMINION OF CANADA ASSAY OFFICE.

During the fiscal year ended March 31, 1907, 20,695·84 ounces of bullion, valued at \$336,676.65, were received and assayed. These deposits were derived from the following sources:—

| Source. | Deposits. | WEIGHTS. | | Value. | |
|----------------------------|-----------|-----------------|----------------|---------|------|
| | | Before melting. | After melting. | § | cts. |
| | No. | Oz. | Oz. | | |
| Yukon..... | 61 | 5,901·55 | 5,767·96 | 99,183 | 73 |
| British Columbia | 202 | 14,582·66 | 14,111·19 | 234,896 | 40 |
| Northwest Territories..... | 2 | 178·94 | 126·73 | 2,118 | 65 |
| Ontario | 1 | 9·74 | 9·65 | 125 | 68 |
| Alaska..... | 3 | 22·95 | 22·11 | 352 | 19 |
| | 269 | 20,695·84 | 20,037·64 | 336,676 | 65 |

| | Ounces. |
|----------------------------|-----------|
| Weight before melting..... | 20,695·84 |
| Weight after melting..... | 20,037·64 |
| Loss by melting..... | 658·20 |

Loss percentage by melting 3·1803.

The following table shows the business done by the assay office since its establishment:—

| Fiscal Year. | Deposits. | Weights. | Value. | |
|----------------------|-----------|-----------|-----------|------|
| | | | § | cts. |
| 1901-2..... | 671 | 69,925·67 | 1,153,014 | 50 |
| 1902-3..... | 509 | 36,295·69 | 568,888 | 19 |
| 1903-4..... | 381 | 24,516·36 | 385,152 | 00 |
| 1904-5..... | 443 | 29,573·73 | 462,939 | 75 |
| 1905-6..... | 345 | 21,059·83 | 337,820 | 59 |
| 1906-7 9 months..... | 269 | 20,695·84 | 336,675 | 65 |

The following is a statement of difference in value of assays between Seattle assay office and Dominion of Canada assay office from July 1, 1906, to March 31, 1907:

| | |
|---|--------------|
| Value bars Seattle assay office..... | \$315,001 97 |
| Value bars Dominion of Canada assay office..... | 314,643 98 |

Balance in favour of Dominion of Canada assay office. \$ 357 99

N.B.—Owing to a regulation of the Seattle assay office that no bar of less weight than 1.400 oz. be accepted there is a bar of gold valued at \$22,032.67, being held in Dominion of Canada assay office on March 31, 1907.

STATEMENT OF EARNING AND EXPENDITURE.

| | |
|---|--------------|
| Deposits of gold..... | \$336,676 65 |
| Earnings— | |
| Value of sweeps and recovery of grains..... | 461 26 |
| Expenditure..... | 10,046 58 |
| Percentage of net expenses to deposit 2·8469. | |

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STATEMENT of Expenditure made by Dominion of Canada assay office, Vancouver, B.C.,
from July 1, 1906, to March 31, 1907.

| | |
|----------------------------------|-------------|
| Rent. | \$1,575 00 |
| Power and light. | 101 42 |
| Gas and fixtures. | 177 55 |
| Chemicals. | 22 95 |
| Repairs and alterations. | 143 50 |
| Water taxes. | 14 40 |
| Postage. | 14 00 |
| Stationery and printing. | 18 76 |
| Assayers' materials. | 84 60 |
| Melters' supplies. | 82 86 |
| Telegrams. | 32 95 |
| Freight and express. | 317 09 |
| Telephone. | 33 00 |
| Office supplies. | 15 53 |
| Hardware. | 20 18 |
| Premium on bond. | 534 50 |
| Thos. McCaffry. | 1,458 31 |
| J. B. Farquhar. | 1,141 66 |
| G. Middleton. | 1,291 66 |
| A. Kaye. | 1,133 33 |
| D. Robinson. | 775 00 |
| Miss Tierney. | 548 33 |
| G. McCaw. | 150 00 |
| J. O. Sullivan. | 340 00 |
| T. Fitch. | 20 00 |
| | <hr/> |
| | \$10,046 58 |

The following is a statement of money received and expended by the Dominion of Canada assay office, Vancouver, B.C., to March 31, 1907, and shows the unexpended balance of the appropriation to be \$614.68.

| | |
|--|-------------|
| Appropriation. | \$10,200 00 |
| Value of sweepings and recovery of grains. | 461 26 |
| | <hr/> |
| Total. | \$10,661 26 |
| Expenditure to March 1, 1907. | 10,046 58 |
| | <hr/> |
| | \$ 614 68 |

Inventory of Gold, Proof Gold and Silver on hand March 31, 1907.

| | Ounces. |
|----------------------------------|----------|
| Bar No. 268. | 4.38 |
| Bar No. 269. | 12.83 |
| Office bar No. 16. | 1,315.71 |
| Clippings. | 1.04 |
| Proof au. in solution. | 16.71 |
| " on hand. | 3.21 |
| Proof ag. (large disks). | 82.84 |
| " (small disks). | 22.65 |
| " (bars). | 168.50 |
| Cornets. | .39 |
| Silver chloride, about. | .60 |

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Inventory of Residues and Supplies on hand March 31, 1907.

| | | | |
|-----|----|--------------------------|---|
| | 1½ | barrels | slag. |
| | 3 | sets | linings with stools and covers complete for No. 1 size furnace. |
| | 1 | set | lining, with stools and covers complete for No. 2 size furnace. |
| | 1 | set | lining with stools and covers complete for No. 4½ size furnace. |
| | 3 | sets | linings with stools and covers complete for No. 7 size furnace. |
| | 48 | graphite crucibles | No. 10. |
| 108 | " | " | No. 16. |
| 75 | " | " | No. 30. |
| 28 | " | " | No. 40. |
| | | | o |
| 88 | " | " | No. o o |
| | | | o |
| | 8 | graphite crucible covers | No. 10. |
| 11 | " | " | No. 16. |
| 22 | " | " | No. 35. |
| 11 | " | " | No. 50. |
| | 6 | lbs. | pot. nitrate. |
| | 35 | lbs. | carb. soda. |
| | 60 | lbs. | borax glass. |
| | | | Bone ash, about 50 lbs. |
| | | | Cupels, about 9,000 lbs. |

Changes in the Staff of the Assay Office.

I regret to state that Mr. Thomas McCaffry resigned his position as manager of the assay office, to take effect on February last, to assume a more lucrative position as bank manager. It gives me pleasure to state that the efficiency of the Dominion of Canada assay office is largely due to the excellent judgment and management of Mr. McCaffry. The position vacated by Mr. McCaffry was filled by the promotion of Mr. G. Middleton, chief melter, who has been in connection with the assay office since its inauguration. Mr. Robinson was promoted on February 1 last, to the position of chief melter vacated by Mr. Middleton, and Mr. George McCaw was appointed as assistant melter and janitor to fill the position vacated by Mr. Robinson. Mr. McCaw resigned his position in March last, on account of ill health.

OFFICE WORK.

Mr. Erik Nystrom has been occupied in preparing the material, making calculations and drawings for the final report on the electric smelting experiments at Sault Ste. Marie, and in carrying the report through the press.

Mr. B. F. Haanel has been occupied in carrying the report of the Zinc Commission and Monograph on Graphite through the press.

In addition to this work he constructed the following drawings—

1. Black and white map on tracing linen of the vertical intensity map of the Belmont iron ore deposit, for the purpose of photographic reproduction.

2. The same for the Wilbur mine.

3. Drawings and tracings of plans and elevations of graphite mills to accompany Mr. Cirkel's report.

4. Tracings of three blue prints to accompany report on electric smelting experiments at Sault Ste. Marie.

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Numerous requests were made during the year for information on the mining and metallurgical industry of Canada, the occurrence of economic minerals, and for advice regarding smelting operations. The correspondence for the nine months of the fiscal year ended March 31, 1907, amounted to 2,360 letters.

I have the honour to be, sir,

Your obedient servant,

EUGENE HAANEL,

Superintendent of Mines.

REPORT OF MR. FRITZ CIRKEL.

Preliminary Report on the Examination of the Iron Ore Deposits in the Ottawa Valley, by Fritz Cirkel, M.E.

I beg to submit herewith my preliminary report on the examination of the iron ore deposits in the Ottawa Valley.

After having made all preparations for a 4 months trip in the Ottawa valley, I left Montreal on June 4, for the village of Bryson, in the township of Litchfield. I made Bryson my headquarters up to June 8, making daily trips into the country and especially to the Island of Calumet, where a number of iron ore deposits had been discovered. From Bryson I inspected also a large portion of the eastern part of the township of Clarendon, as well as the formation exposed to a great extent in the centre of the township of Litchfield. Some very promising outcrops of magnetic iron ore were examined, but as very little work had been done, and as a great part of the rocks were concealed by heavy underbrush, it was difficult to form an opinion regarding their extent. Judging from the samples taken at various places of the outcrops the quality of the ores seems to be very good. A thorough examination and sketch plan were made of the famous Calumet Falls near Bryson, which by their splendid and convenient location as well as their grandeur cannot fail to make a great impression upon the visitor. On June 9 I left for Portage du Fort, on the Ottawa river, about 8 miles distant from Bryson in a southern direction. From this point several reported iron ore deposits were examined in the township of Clarendon, but only one of them was found to be a hematite, while all the others consisted solely of iron pyrites. An examination of the falls near the village was made and a sketch plan drawn, also the topographic and geological features of the country noted.

On June 12 I left Portage du Fort and made a trip through the township of Clarendon, taking in the principal topographic and geological features, as far as Shawville on the C.P.R., where I took the train for Campbell's Bay. From this point several excursions were made to the northern and western part of Litchfield and to the Island of Calumet. On this island iron ore deposits were visited, which could not be reached conveniently from the village of Bryson. Several promising magnetic iron ore deposits were inspected west of Campbell's Bay. One of them had been explored to a depth of 40 feet and a large tonnage of clean high-grade ore was extracted. All the ores found in the vicinity of Campbell's Bay were of the magnetite variety.

On June 14 I left Shawville for Fort Coulonge, situated on the river of the same name. From this town several trips were made into the country, one iron ore deposit and two water-powers were examined. Of special interest are the great Coulonge River falls on lots 8 and 9 in the township of Mansfield. The Coulonge river forms a succession of several high falls, which for beauty and grandeur are not surpassed by any other falls on the Quebec side. A slide for the transportation of timber has been constructed over these falls, but otherwise the latter are not utilized at all. In travelling through the country notes were made of the topographical and geological features.

On June 16 I left for the village of Waltham; no iron ore is known to exist in the vicinity of this village, but about one mile distant a splendid water-power was examined. The Black river forms a succession of falls which at present are being developed for the purpose of supplying the town of Pembroke with electric power and light. On June 17 I left Waltham for Sheenboro' stopping over night in the village of Chapeau, situated on the Island of Allumette. From Sheenboro' several occurrences of iron ore were examined, the most important one was a magnetic deposit

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owned by Mr. Gareau, of Pembroke. Some work had been done on this property and several tons of ore extracted for sample shipments. On June 20 I left for Fort William, on the Ottawa, and from there travelled over the Pembroke and Ottawa to Montreal. (Owing to the sudden death of my mother I was compelled to interrupt my work for a few days.) On June 28 I left Montreal for the city of Quebec in order to get all the information regarding the water-powers under control of the provincial government. I had an interview with the government engineer, Mr. C. Ed. Gauvin, C.E., who did everything in his power to obtain for me the desired information.

On July 3 I left Montreal for Ottawa and after arranging some preliminaries there I left in the evening for Buckingham. Here several outcrops of iron ore were reported to occur in the immediate vicinity, but on driving out to the different places I found that nobody could direct me to the exact location of the outcrops. I inspected two places where a dark rock, mostly hornblende or diorite, had been mistaken for iron ore. On July 6 I returned to Ottawa and visited the Ironsides mine. Diamond drill boring had been carried on for several months by an American company, and I arranged with the engineer in charge for an examination of these mines later on.

From July 9 to 24 I visited the country along the Gatineau river, from the town of Maniwaki about 90 miles north of Ottawa down to North Wakefield. I travelled through the townships of Maniwaki, Bouchette, Cameron, Wright, Aylwin, Low and Masham, but only in the township of Cameron are there apparently extensive deposits, which invited a thorough investigation. Outcrops and indications can be noticed all along the range of hills between 31 Mile lake and the Gatineau river in the township of Cameron, but as no work of importance had been done on any of the deposits it was very difficult to determine their exact character. All the water-powers from the Six Portages near Bouchette in the north down to the Chelsea falls near the confluence of the Gatineau with the Ottawa were examined, while the geological as well as the topographical features were studied.

From July 26 to August 8 I camped at the Bristol mines in the township of Bristol. These works were in operation about 25 years ago and the various reports circulated regarding the extent of the ore bodies led me to make a thorough study and survey of all the pits worked. I was to some extent handicapped in my work by the inaccessibility of some of the more important pits, which were filled with water. I also studied and noted the iron-bearing formation in the vicinity of the mines, especially towards the Ottawa river, which enabled me to arrive at certain conclusions regarding the extent of the ore bodies so far developed.

From August 8 to 11 I camped in Pontiac village in immediate vicinity of the Chats falls. All the falls were thoroughly inspected; sketches were drawn and the general character of these immense water-powers with a view to their development studied.

August 13 and 14 were spent in Ottawa interviewing owners of iron ore deposits and water-powers, and getting together particulars and obtaining permission to inspect the properties.

From August 15 to 25 I camped near the Haycock mines in the township of Hull. A thorough examination of these locations was made, a great number of samples taken and a complete survey made of all the mines which were in operation some 30 years ago. The ore is a mixed hematite and magnetite and appears to be of good quality. It must be pointed out, however, that the proper examination of these mines was very difficult on account of the heavy underbrush and water which was found in most of the more important pits. There were a number of iron ore deposits in the vicinity of these mines which were also examined and where possible surveyed.

From August 25 to 29 a tour of inspection was made on the eastern and northern shore of McGregor lake in the townships of Templeton and Hull. Several places on which iron ore was supposed to occur were visited, but nothing of great importance could be found.

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From August 29 to September 8 the old iron mines of Ironsides and the continuation of the iron-bearing range towards the west were thoroughly examined and a detailed survey made of the old Forsyth mine. On the latter diamond drilling had been carried on since the spring by American parties, who had an option on the property. Application was made for permission to inspect the cores of the diamond drillings but this was refused for private reasons. However, the writer was enabled by the great number of openings over the Forsyth mine and adjacent locations to study the extent of the iron-bearing formation, and to collect valuable data.

Having received information that an iron deposit had been discovered near Sheenboro', in the western part of Pontiac county, I revisited this country; but an examination of the supposed location revealed the fact that a dark rusty-looking rock had been mistaken for iron ore. On some places considerable work had been done, and the writer advised the interested parties to abandon their location.

Several iron outcrops were examined in the immediate vicinity of the Haycock iron mines, and on the south shore of McGregor lake, in the township of Templeton.

As a result of my season's work I must say that although most of the iron ore deposits examined along the Ottawa river (Quebec side), and the Gatineau river appear to be of limited character, and are scattered in irregular fashion over the country, there are two iron-bearing ranges which by reason of their extent and development as well as of the excellent character of the ore are destined to become the centres of a new iron industry, especially so when it is considered that there are a number of splendid water-powers in immediate vicinity, from which power for mining and electric smelting purposes may be derived.

The results of my examination of the iron ore deposits so far discovered in the county of Pontiac will be laid down in an exhaustive report which is now in course of preparation.

Respectfully submitted,

FRITZ CIRKEL.

REPORT OF MR. F. HILLE.

*Preliminary Report on the Iron Ore Deposits of Western Ontario, by
F. Hille, Port Arthur.*

PORT ARTHUR, ONT., November 25, 1906.

SIR,—In compliance with your request to forward a preliminary report, I beg to submit the following:—

After the receipt of your instructions to investigate and report on the iron ore deposits of western Ontario, I proceeded on June 15, with two men, to the Loon Lake region.

On account of delays I was compelled to confine my examination to the Loon Lake, the Matawin, Shebandowan and Atikokan River regions.

The Matawin Range.—Being well aware of the importance of this range, I took special care not only to examine such deposits as were already known, but also to prospect for extensions of these or for new deposits hitherto undiscovered.

The largest quantity of the ore occurring along the Matawin river is a magnetite of somewhat low-grade, but at the same time the massiveness of these deposits and their favourable situation as regards the railway would have the effect of lessening to a considerable extent the cost of mining and shipping.

A portion of the Matawin magnetite has been changed into a martite, close-grained and somewhat slaty in appearance, but otherwise very firm and compact.

Large deposits of this kind of ore exist along the west shore of the Matawin river, not very far from the upper falls, especially on locations W 221 and 222. As an example of the size of only one of these deposits, I may state that I have traced it in width nearly 900 feet and in length nearly one mile, and when we take into consideration the fact that the formation in which it occurs stands almost vertical and extends for several miles we can form some conception of its extraordinary size.

The country rock along the Matawin is a chlorite schist, but locally it has undergone considerable and varied changes. At one point it is pressed into a finely slated rock, which, on exposure, disintegrates into very fine green or bronze coloured scales; at another point it resembles a fragmental rock, in which the smaller and larger pieces are cemented together again by a darker silicious iron solution; or again it is changed into a hard, compact silicious rock, almost a quartzite; or at other points into a serpentine rock of dark green appearance.

Intrusions of gabbro, granite and diabase can be observed in dykes at various places, but they are principally exposed in the rock cuts of the railway, which follows the depressions or synclinals of the schist, whereas they are rarely seen at or upon the anticlinals.

The origin of the ore is very plain; the mineral solutions, that is of iron and silica, have flowed through the fissures and deposited ore and silica, either in chemical combination, as an iron silicate, or as a mechanical mixture, or separated, in bands of alternate purer iron and jasper.

The age of the deposition must be the same as that of our Animikie rocks, dating from Pre-Cambrian times. If this is correct, then the iron must have been deposited in the form of a carbonate and was changed later by heat, produced either by pressure or by the younger eruptive rocks. How immense the pressure must have been is shown by a number of jasper beds which originally consisted of bands of various sizes and had a straight course both horizontally and vertically, but which now show the most wonderful contortion, being twisted into every imaginable form and direction. In places we notice that these bands are elongated, stretched or bent as if they had been heated to a point where they became a viscous mass.

I will now take up a somewhat more detailed description of the locations examined, both south and north of the Matawin river.

In each case, before proceeding with the examination of the ore deposits, I commenced by establishing the survey lines of the different locations, this not being always an easy task, partly on account of the poor cutting out of the line at the time that the locations were surveyed, and partly on account of the disappearance of nearly all the land-marks through the decaying of the stumps and posts and through the heavy undergrowth of hazel, alder, willow and other shrubs. At times also great inconvenience was caused by there having been a second or even a third re-survey into small lots, over one and the same location, and by the wrong markings on the posts.

As soon as the correct lines were established the iron deposits were located with the help of the dip-needle. This being done, the extent of the deposits was investigated, not only by the use of the needle, but also by stripping, wherever it was desirable or possible.

I commenced in this manner on the locations south of the Matawin river, where in the year 1890 the late James Hammond, of West Fort William, had taken up and had surveyed an extensive area of land, consisting of locations W 221 to 225, and R 415.

The first location examined was W 221, containing 320 acres. The dimensions of the iron ore formation on this lot, as shown at the surface and where it is stripped, is 495 feet in length, by 99 feet in width at the west end and 49 feet at the east end. At the former extremity the jasper predominates, showing there most wonderful contortions, while at the east end the iron bands become larger and the jasper bands smaller. Whether, with depth, a greater concentration of the iron will be revealed has yet to be proven.

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R 415, 80 acres, joins the former location on its easterly boundary, but no iron ore could be detected there.

W 212, 320 acres, adjoining W211 on the west side, was formerly supposed to contain no deposits of iron ore and, indeed, no continuation of the iron formation of W 211 could be traced across the boundary line, although it comes so close to it. Further to the southeast on W 212, however, the dip-needle and stripping revealed a very good deposit of ore, much cleaner than that on the neighbouring location. Of this I exposed to view an area of 56 feet by 30 feet.

Next in order came W 213, which I prospected in vain for iron ore. This in itself is not intended to imply that there is no ore upon it, for a considerable portion of this location is, like the northwest part of W 212, swampy and covered with very dense underbrush, which rendered thorough examination extremely difficult and at times impossible, the use of the axe being constantly required.

W 214, 240 acres, adjoins the last named property on the west side. In the centre of it there is a deposit of silicious magnetite, which, after stripping, showed a width of 213 feet and a length of 309 feet. Although this deposit contains some bands of jasper, they are not nearly so numerous as on W 211. In place of these the ore body seems to have incorporated into it a certain amount of the country rock, thus forming an iron silicate and an ore in which the rock matter forms a mechanical mixture.

On W 215, 250 acres, I succeeded in showing, by means of an extensive track-survey with the dip-needle, the existence of several deposits of ore and, the covering being in places very shallow, I was able to strip these at three different points. The character of the ore on the surface is similar to that on W 214, but perhaps not quite so silicious or so much banded with jasper. This deposit forms a continuation of that on the following location, W 216.

W 216, 284 acres. Here the ore is prominently exposed on the top of a hill 253 feet above the level of the railway. The width which I was able to establish in several places is over 400 feet, while the length is over 1,300 feet. The quality of the ore is the same as that upon the last named location, and shows the leaching action of the meteoric waters and humic acid. There is, however, no doubt that the quality of the ore will improve upon attaining depth in the deposit, a fact which I could observe on several other locations upon which mining, that is to say test-pitting, had been done.

W 217, 310 acres, contains the extension of the same deposit, but here it is considerably intermixed with the country rock. It is possible that there are other places on this location where the ore is purer, but this is a fact which I was unable to establish, mainly on account of the heavy wind falls of poplar and jack pine which at times proved a most annoying hindrance to our even passing over these locations.

W 218, 310 acres. On this location I was more fortunate yet in finding iron ore, both as regards quality and quantity. I made the first discovery near the centre of the location and I was able to trace it in a continuous line, not only to the west boundary of this location, but also nearly to the west boundary of the adjoining location, W 219, the total length being 2,731 feet, and also by repeated stripping I established the width as being nearly 700 feet upon the first location. The deposit passes over the top of a hill on W 218 where a number of blasts have been put into the ore body, showing the ore to be much purer than it was on the surface. Two diamond drill holes have also been put down in this deposit, but a record of the results is not obtainable. At the centre of the location, where I first detected the ore, it appeared to me to be of even higher quality than at the point where the work has been done, but whether this is the case will be demonstrated by the analyses. Here the Matawin river, which crosses these two locations, forms three falls, which, if properly dammed, could develop from 1,500 to 2,000 h.p. At the time of my visit the river was exceptionally low, owing to the very dry and hot summer, but every facility exists there for the building of an effective dam and one which would at the same time not be too costly. Following the strike of the iron deposits westwards, we now reach the location adjoining W 219.

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W 220, 80 acres. Although the dip-needle indicates the presence here and there of some small belts of iron ore, I could not locate any such deposits with sufficient accuracy to make it worth while mentioning them. It would, of course, be incorrect to make the bald assertion that there are none, since the swamps, fallen trees and other obstacles prevented a very close examination.

W 221 and 222 together comprise 320 acres. These two locations must be considered together, because the iron deposits on them are common to both. It is upon these two claims that the greater part of the prospecting work in connection with the Matawin range has been done, in sinking pits, stripping and diamond drilling. There is no doubt that the largest deposits of iron ore yet known in this country are on these two claims. The quality is, of course, not entirely uniform. Some are more silicious, some far less so; some are banded with jasper, others appear to consist of nothing but jasper bands. Most of the ore, however, is of a comparatively good quality, solid and dense, with a slaty structure, and is the only ore on the whole range which has been changed into a martite. This change has taken place most probably through the heat produced by pressure, and the heat produced by intrusive eruptives, but always in conjunction with the presence of air as an oxidizing agency. I have already mentioned the size of the largest deposit on these locations.

In the maps accompanying my general report I shall show the workings, consisting of pit-sinking, trenching and diamond-drill holes, giving the locations of all the work done. Enough has been said concerning these claims to prove that they are of considerable importance, not only on account of the magnitude of the deposits, but also because their favourable situation and their massiveness would ensure cheap and easy mining.

These two locations mark the most westerly point to which my examinations of the present year have extended. My reason for not pressing still further west, where there are yet a great number of deposits, was that the canoe routes were so poor this summer that I would have lost considerable time in packing from place to place.

Shebandowan River District.—I returned, therefore, to the Shebandowan River district, where a number of locations had to be looked over upon which, I understood, iron ore deposits existed. After a diligent search upon some of the most promising claims, I succeeded in finding some high-grade magnetite, intermixed in places with bands of jasper. The claims upon which I found this were R 476 and R 484, the first containing 160 acres and the latter about 180 acres. Here I stripped several places for a width of from 40 to 60 feet and was able to follow the strike of the deposits over the whole width of R 476 and into the adjoining R 484. Farther west, on R 471, R 470 and R 478, the iron contents diminished and the jasper increased.

The Shebandowan river has a fall of several hundred feet from its source at Shebandowan lake. This lake is 20 miles long, and Kashaboive lake, which empties into the former, is about 10 miles long. Both of these lakes are in places several miles wide, and have a large drainage area, forming the best reservoirs imaginable. Besides these two rivers, the Kaministiquia Power Company, from their development at Kakabeka falls, could probably spare from 5,000 to 6,000 h.p. for some time to come, and could easily develop 10,000 additional, if necessary, so that we are assured that there is plenty of power available for electrical purposes.

The country in the vicinity of the Matawin as well as of the Shebandowan rivers is well wooded with good sized jack pine, spruce, birch and poplar, from four to eighteen inches in diameter, enough to last for many years as a source of supply for building material or as wood for charcoal burning.

In normal years a number of fairly large creeks drain the country and from these, in addition to the supply from the other two larger rivers, sufficient water could be obtained for all purposes.

A considerable area of these lands could be utilized agriculturally. The hill-sides and the valleys extending between the ranges of hills are in many places covered by

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glacial drift, consisting of a fine, sandy loam or clay, and often having considerable depth of fertile soil.

Atikokan River district.—Having completed my work on the Shebandowan, I moved my camp on October 1 to the Atikokan river, at the point where it flows out of Sabawe lake. From this as my base, I visited the iron deposits along the Atikokan, on E 10, E 11, R 400 and R 401, of which the first two are now better known as the mine of the Atikokan Iron Company. Considerable surface work has been done here, elaborate and roomy buildings have been erected, machinery for crushing the ore is installed, and arrangements have been completed for loading the crushed ore into railway cars and forwarding it to Port Arthur. The hoisting engines and air-compressor are almost completed, and the warehouse, blacksmith shop and washing and bathing-house are nearly ready for use. In addition to these, there are two large structures, one for use as a sleeping house and the other for a dining camp and offices. Actual mining has been done on only a very small scale, the work consisting of the partial widening of an old tunnel, probably for the purpose of making room for actual mining operations. This work was finished during the early part of last summer, but since then nothing has been done that would indicate any preparations for immediate commencement of active operations in order to take out ore to feed their blast furnace in Port Arthur.

Although I had already a thorough acquaintance with these locations, I once more examined very minutely the ore deposits, which consist of a large dyke of norite containing lenses of pyrrhotite and magnetite. It is undoubtedly the case that they might be able for a year or two to mine sufficient ore for their works, but after that it will be hunting for a needle in a haystack. Further, it is doubtful whether they will be able to eliminate all the sulphur from this ore, it being extremely dense and heavy, except by pulverizing it very fine and applying an intense heat.

Two miles down the river, on locations R 400 and R 401, some prospecting work was under way at the time of my visit. A few trenches had been cut into the top of the dyke and a tunnel continued. This, however, revealed nothing better than had already been shown up on E 10 and E 11.

Diamond drill work has been done on all these locations years ago and during the prosecution of the work I either sampled the cores and tested them, or made the plans of the drill holes, with the exception of a few holes drilled in a location situated further east. I, therefore, am well informed not only as to what I can learn from the surface, but also as to the contents of the interior of the dykes. My paper with its illustrations on 'The Genesis of the Atikokan Nickeliferous Pyrrhotite Deposits' gives a true picture of what they really are.

After completing the examination of these locations, I broke camp on October 15, and before abandoning the field work I made a trip to the south of Port Arthur, for the purpose of examining the rock formation, &c., in some localities along the shore of Lake Superior. During the course of this trip I experienced a bad shipwreck near Point Brulè, in which I lost a number of my instruments and, I am sorry to say, all the photographic films from the Atikokan mine and other places.

On October 18 I arrived home.

Loon Lake District.—At the beginning of this report I mentioned that I had first of all examined the Loon Lake hematite deposits. My principal reason for this was that these iron deposits had created a considerable amount of interest at the time, and I wished, therefore, to be prepared in case you or any others of the department in Ottawa should ask for information about them.

My previous judgment in regard to these iron deposits, made in years gone by, when they were first revealed during the height of the silver mining boom, was simply confirmed upon revisiting them after considerable additional work had been done upon the deposits.

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The locations that have been most recently developed are those of Mr. R. McConnell, of Ottawa, and Messrs. Wiley Bros. and R. Flaherty, of Port Arthur. They consist of the southeast quarter of section 8, concession 8; the northeast quarter of section 9, concession 8; the southwest quarter of section 8, concession 7, and the west half of lot 1, all in the township of McTavish. On the first three the iron ore is very shallow and of low-grade. From 0 to 6 feet of ore can be observed in the shafts, of which there are about 16, and in two diamond drill holes. The conditions on the western part of lot 1 are somewhat different. Here the ore is a little more massive and of greater extent, and in addition to this there exist nests or pockets of high-grade ore through the deposit.

Although these hematite deposits are of but little commercial value, they are, however, of considerable importance as being excellent indications of what we may expect to find in the deeper basins where the Animikie rocks occur in greater thickness. Such is the case south and southwest of Port Arthur, where these rocks are in places probably 3,000 feet in depth. When, therefore, we consider that these rocks are absolutely identical with the iron-bearing rocks of the Mesabi, and that the same conditions which are found on the other side of the international boundary line exist identically on other portions of our range, we can readily comprehend the importance of all these indications of potential wealth in iron ore, scattered over the whole of the district where the Animikie rock formation is found.

These rocks consist chiefly of siderite, ferruginous chert or a cherty iron carbonate, and are of Pre-Cambrian age. They are distributed over a considerable area, comprising about one million acres, and they rest principally upon the Laurentian granite, or lean upon or against the margin of the Keewatin, and are intruded by gabbros, diorites, granites and diabase, and overlaid by the so-called slates, former ash-beds, and the rocks of the Nipigon series, while the whole of this rock area has been covered by an overflow of diabase.

In the vicinity of Loon lake, out of the twenty or more locations that I examined, very few are well wooded, except in swamps, where we sometimes find good sized spruce, cedar, poplar and birch, with an occasional sprinkling of jack pine.

Water is found abundantly in lakes and little creeks throughout the entire region, which is broken and hilly, but has a general slope towards the south, in the direction of Lake Superior, that is, of Thunder Bay.

Respectfully,

F. HILLE.

REPORT OF MR. J. E. WOODMAN.

Preliminary Report on Iron Ore Deposits of Parts of Nova Scotia, by J. E. Woodman.

DR. EUGENE HAANEL,
Superintendent of Mines,
Ottawa.

SIR,—In accordance with instructions from you under date May 26, 1906, work was begun on May 30, upon an investigation of the iron ore resources of the province of Nova Scotia, and continued throughout the field season. Short trips are being made also at favourable times through the winter. Besides myself, the party consisted of Mr. F. H. McLearn during the summer, and Mr. J. B. Morrow until July 1, succeeded by Mr. F. A. Grant for the remainder of the time. These were all fourth-year students in the School of Mining and Metallurgy of Dalhousie University. Additional temporary service was secured when necessary, in some instances furnished by the cor-

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porations or individuals controlling the mining areas under investigation. I desire to take this opportunity to express appreciation of the unfailing courtesy of all those who have been appealed to for aid or information in connection with this study.

I.—GENERAL.

PRACTICAL AIM OF THE WORK.

Your instructions have emphasized the importance of conducting the examinations with a view to furnishing information directly available for the practical iron worker and the public. This has been the aim throughout. In one or two instances considerable time has been spent upon the pure geology of a district, but only where the productiveness of the region depended largely upon the rock structure. The Torbrook basin is a notable illustration of this.

SCOPE OF THE INVESTIGATION.

A glance at the widely scattered literature upon the iron ore resources of the province shows that already too much superficial examination has been made, and too little detailed study to be of marked value to the public. In the present instance instructions were given to make as complete a survey of the deposits of Nova Scotia as the field work of the season would permit, and to take first those which are favourably located as regards transportation. The evident intent was that those deposits should be first studied which are now, or are likely to become in the immediate future, commercially important. In attempting to carry out the spirit of these instructions, it was deemed advisable to go into as much detail as possible in a few districts, to the end that the information gained might be substantial; leaving other areas for possible future study. Another consideration influenced the choice of districts, namely the occurrence of the ore; and the attempt was made to give each of the varieties of ore and types of formation present in the province a share in the study. In addition to this detailed work other districts were visited briefly for comparison and general knowledge, but of these no specific report will be made at present.

The districts covered (1) the Torbrook-Nictaux and Clementsport basins; (2) some of the North Mountain trap occurrences; (3) the deposits between Windsor and Truro; (4) the Cobequid Mountain iron zone, from DeBert river westward; (5) Brookfield; (6) Arisaig; (7) Whycomagh; (8) Barachois, the last two in Cape Breton. That important deposits were left until a later time is true; but selection had to be made, as part only of the total number of occurrences of iron ore could be examined in one season. Each of these, beside having a past, present, or possible future importance, is characteristic of one or more classes of deposits; and a brief review of the field conditions, at the end of this summary, will serve to indicate perhaps why there are not more deposits in Nova Scotia that have been proved to be extensive and of high iron content.

CONCENTRATION OF IRON INTERESTS.

The question naturally suggests itself in connection with any inquiry into the iron ore resources of the province, what possibility might arise of establishing other smelting centres besides those at Sydney Mines, Sydney and Londonderry. It is, therefore, profitable to see how the ore localities group themselves geographically. A natural division, based upon proximity of situation and ease of transportation, would be (1) a western section in Annapolis and Digby counties, with Annapolis as the centre; (2) a west central section, with Londonderry as the centre, draining Kings, Colchester and Cumberland counties; (3) an east central section, with its centre in or near the Pictou coal field; (4) an eastern division with its centre at Sydney and

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Sydney Mines. The last would drain all the Cape Breton ores now known, unless some of them unexpectedly develop sufficient size to warrant the erecting of separate smelters. Arisaig, in Antigonish county, would be accessible to the eastern centre by water, or to the Pictou county centre by a short rail haul. Of these two routes the former is already in existence, the latter may or may not be feasible in the future. The body of iron ore present at Arisaig has led its holders to hope for the erection of a local smelter in the future. Only the most thorough underground exploration of the field can determine whether this would be advisable.

Finally, the question is at least worth consideration, whether it may not be possible at some time to use Parrsboro, on the Bay of Fundy, as a central smelting and shipping point, bringing to it both the Cobequid ores from Londonderry and elsewhere, the bedded ores from Annapolis county, and others from small centres within reach, and using Cumberland county coal. The possibilities of extension of development of the latter are very considerable, and there is little doubt but that sufficient supply can be got for any scale of metallurgical operations likely to arise in that part of the province.

BOUNTIES TO IRON ORE MINERS.

In this connection, it may not be amiss to note one feature brought out by the season's work. It appears likely that large deposits of such grade as to become smelting centres are few in this province. Small deposits, both of high and medium grade iron ore, are numerous. Others are of such size and value as to require but a slight encouragement for their owners to open them up, selling the ore to one of the existing smelters. If one or more new metallurgical centres should start up in the future, the possibilities along this line will be materially increased.

The encouragement which small and isolated deposits require is a selling price that will bring their owners some profit. At present there is no inducement for the small owner to carry his raw material to the smelter; for, in spite of a bounty on pig iron and steel from native ore, competition with foreign ore favours the latter. While all the direct financial aid goes to the iron master, the initiative in seeking native iron ore will be left largely with him. If, as at present, he is moderately well satisfied with the conditions of supply, he will not offer enough for native ore to give the producer any appreciable part of the profit which the bounty should insure.

If, on the other hand, a cash bonus be paid directly to the iron miner, he will be stimulated himself to offer his wares; and the result will often be a bargain from which both parties should derive profit. Without in this place elaborating upon the theme, the conditions in the field indicate that what is needed to stimulate the owners of small iron deposits to activity is a bounty, federal or local, so framed as to insure that they shall receive a fair proportion of it. Steel men themselves have expressed the opinion that the new plan of increasing slightly the present bounty on the manufactured product will be no more stimulative to the country than was the old. Under the existing method, any bounty paid goes to enrich the stockholders of iron and steel companies; under the system here advocated, the money would stand some chance of being distributed, in moderate amounts, among a class needing it sorely.

TITLES TO IRON LANDS.

In Nova Scotia two systems obtain, under which iron ore is held at the present day. It is impossible in a preliminary report to go into the legal aspects of the case, but mention is made here, that anyone interested in iron ore may be on guard against the complexity of the titles in many places.

In some parts of the province, where the land is held under grants prior to 1808, the iron ore goes with the land, and title to the ore must be sought from the present owners of the land instead of from the Crown by lease. In other regions, practically

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all the iron is reserved, and license to search or lease must be obtained from the Crown, through the Commissioner of Mines at Halifax. The former status obtains especially in the Nictaux-Torbrook, Clementsport, Londonderry and Guysboro districts entire, and in large areas in Antigonish, Pictou and Colchester counties.

In some places Crown grants (especially 'soldiers' grants') alternate with land in which the iron is reserved to the government, in a most bewildering manner; and it is a delicate matter to steer so straight as to secure options from all owners of iron ore and only those, and to lease from the Mines Department all the rights properly belonging to the Crown. It is easy to let the two systems overlap, and much confusion results. The Arisaig district is a case in point.

A common method among local promoters, for gaining control of the iron ore when its title goes with the land, is to secure an option from the owners, paying a small deposit, say \$100, the remainder to be paid upon sale. Cases are commonly reported to have occurred in which the owners, after waiting a considerable length of time for the first bonders to put through their 'deal' and consummate the purchase, have yielded to the persuasion of a later adventurer, and rebonded the iron for the payment of another hundred dollars. Thus the difficulty of a final purchaser in securing clear titles is rendered very great, and what otherwise might result in a large transaction may fail through discouragement.

Unfortunately, it is to the interest of any 'promoter' to get an option upon such properties lacking a time limit; but it would seem to be entirely to the interest of any land and iron owner to require a time limit, and to adhere to it rigidly. Thus, should the scheme of the first bonder fall through, the owner can rebond with a clear conscience, and no probability of becoming involved in litigation at some later time.

LEASING FROM THE CROWN.

Assuming that the information contained in the report is largely for those outside the province, the following is a general statement of procedure in acquiring rights to iron ore reserved to the Crown.

The districts are divided into 'areas' of five square miles each, in shape 2.50 x 2.00 miles. If no areas have been previously located in a district, they will be located by the Mines Department at Halifax in such situation as to suit the applicant.

'License to search' may be taken out for these areas. For this purpose and for leasing, each area contains five 'rights' of one square mile each. The applicant must, on or before the expiration of eighteen months after issue of his license, take out a lease for a square mile, locating it at any part of the property he chooses. If he has taken out the full number of 'rights,' five, this exchange of search rights for leases continues at intervals not greater than eighteen months, until the whole area is under lease. On the other hand, the applicant may lease the whole at one time if desired. Should he not have taken out all five 'rights to search,' a new applicant can take up the remainder, and the latter's 'rights' are convertible into leases after those of the earlier applicant have been used up. It thus requires seven and one-half years to fill out an area with leases, provided advantage is taken of the maximum time limit in each of the five cases.

The cost of a 'right to search' is \$30. or \$15 for the area. This is a fixed cost, and no additional payment is required in the course of conversion into leases, except the lease price. Leases cost \$50 per square mile for the first year and \$30 per square mile thereafter. The lease runs for twenty years, but is subject to three renewals, so that an operator may control iron lands from the Crown consecutively for eighty years.

II.—DESCRIPTION OF DISTRICTS.

NICTAUX-TORBROOK BASIN.

This, in many ways the most important of the iron districts of the province, has been in part described recently (Fletcher, H.—Geol. Survey Canada, Summary Report

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for 1904); and to this the inquirer is directed for a map of the district, pending the issue of the final report by the Mines Branch.

The 'basin' is structurally either a large syncline or a succession of smaller folds, the axes of which run approximately N. 55° E. to N. 60° E. The eastern extremity of the ore-bearing portion, as far as known at present, is between Saunders brook and Fales river in the western part of King's county. Westward the ore-bearing horizons run for seven miles until, west of Nictaux river, they are cut off by a long tongue of granite which projects from the main mass to the south, northward beyond the zone occupied by the iron beds. Beyond this granite tongue, which is a mile broad, the iron-bearing beds again run a short distance westward toward Annapolis, being permanently cut off near Paradise river by a northward projection of granite. This area, however, is small and has but a few isolated pits, and little is known of its iron contents.

The general arrangement of the iron ore in the main basin may be seen by reference to the map aforementioned. It is possible here only to call attention to a few characteristics of the ore, the information being fragmentary and merely such as may be of immediate interest.

The iron ore is interstratified, having replaced limestone beds. The Leckie bed, at the Leckie mine pinches out toward the west, and also in depth. This has been referred to locally and in literature as a fault—the 'flat break.' There is no fault. The foot-wall swings south against the hanging wall, which increases its dip somewhat. The whole resumes below its normal dip of 65° S.E., but the walls do not reopen to hold ore. This is a characteristic structure in the region, being merely an exaggeration of the 'roll' structure found farther west, and is important in any judgment of the mining possibilities there.

The ore in the Leckie mine, now closed down, has been regarded as irretrievably lost. This, however, may not be the case. A cross-cut and bore holes south from No. 3 level in this mine seem to indicate a syncline, with its axis 90 feet south of the Leckie bed. Traverses of the streams which give transverse sections of the basin, although not as yet plotted in full, indicate a possibility that there are a number of subordinate folds, instead of one large and very deep syncline.

The bearing of this upon the probable occurrence of ore in the basin is very direct. In the first place, the Leckie ore is thus likely to be found at the bottom of the northernmost syncline, perhaps in a thick trough. Secondly, the two important ore beds—the Leckie and Shell veins—instead of outcropping once on either side of the basin, may be brought to the surface in the valley of Torbrook river several times, but covered by drift and alluvium; and will nowhere be so deep as would be the case in a single large fold.

The main workings at present are at the Wheelock mine, on the Fletcher Wheelock property, and close to the Nictaux-Torbrook road. A railroad now connects this mine with Wilmot. The shaft is on the slope of the Shell vein, here a brown magnetite. The Leckie bed to the north is opened by a cross-cut, but not worked. A very characteristic structure is the rolling of the ore, the pitch of the roll being approximately 12° E. The thickness varies from six feet in places where the dip is regular, to eighteen or more on the rolls. These rolls may explain the great apparent increase of thickness in some of the published and unpublished sections of drill holes in this basin.

The Wheelock mine is evidently to be the centre of activity for some time, and is capable of being developed into an output of several hundred tons per day. At present the Annapolis Iron Company, which has recently purchased the property, is shipping about 150 tons per day to the furnace at Londonderry. The iron content averages well up in the forties at the present time.

Prospecting west from this mine, in part recently done in connection with this investigation, shows that, although the ground is slightly faulted, perhaps the best ore in the basin lies here. The zone covered by this would extend from the Wheelock

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mine west to the Bloomington road. All this is practically virgin territory. West of here the ore deteriorates downward, losing iron and gaining in lime rapidly within a few feet of the surface.

Of the south side of the basin little that is new can be said at present. The ore is almost entirely a black magnetite, largely too siliceous for economical use, except perhaps under such peculiar conditions as attend the smelting at Londonderry, where ankerite is used as a flux.

The Torbrook-Nictaux basin is at present the most promising iron field in Nova Scotia. Its country is open, transportation is easy, a fair water-power is accessible in Nictaux river on the west, and an abundance of hardwood timber grows within reach by rail some miles to the south. It needs, however, a thorough and systematic prospecting, of a kind which it has not yet received. There is no other deposit in the province in which the diamond drill could be used to such advantage.

Much of the ore is magnetic, and a magnetometric survey would benefit the district greatly. The dips of the rocks are high and the iron ore occurs in narrow beds instead of lodes; and the glacial drift is in places deep. Nevertheless the topography is not adverse to magnetic surveying, and an ordinary dip needle has been able during the field work to aid considerably in locating beds. I would respectfully recommend this as a field for future magnetometric study, as yielding probably an unusually large amount of information by this means.

In trailing the iron beds of the region by means of 'float,' it is well to remember that, while the glacial ice came first from the north, there was at the last a strong movement from the south; and here and at Clementsvale the dominant transportation was from that direction, so that 'float' lies to the north of the outcrops.

Nictaux river would furnish a few hundred horse-power, with proper storage; enough to run a fair-sized mine. In the country to the south is much hardwood, chiefly owned by one of the large lumber companies. There is no wood on the property.

CLEMENTSVALE.

From a point slightly west of Annapolis, westward to another southeast of Digby, and about four miles west of Bear river, a small basin of fossiliferous rocks extends, similar in age and character to part of the Torbrook-Nictaux area. Iron ore occurs in at least one place, as a stratified bed of fossiliferous magnetite precisely similar to the ore on the Ward property west of Torbrook. This bed is cut by an open trench on the west side of the road from Clementsport to Clementsvale, and a few hundred yards north of the east-west highway through Clementsvale. In the first half of the last century a small smelter at Clementsport was fed with this ore, and produced some high-grade iron. The open cut has been so long in disuse that a fresh face of the ore is difficult to get.

On the west the country is swampy, and the vein has not been traced. It is said to cross Deep brook, but has not been opened. On the east of the cut the ground rises somewhat and the surface drift is thin. It should be possible to trace the vein in this direction with little difficulty.

Ores of this type have greater continuity than those of any other represented in the province; and as the structural horizons which hold the Clementsvale bed are themselves apparently continuous for a considerable distance, there is possibility of finding the iron ore for some miles east and west, making by itself a mining proposition of no mean size.

This is another instance in which the magnetometer would be of great service.

NORTH MOUNTAIN.

The North Mountain range runs from Blomidon on the east, along the north side of the Cornwallis and Annapolis valleys and St. Mary's basin, to Brier island on the west.

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Iron ore is found more or less throughout this distance, in isolated situations in the volcanic trap. The ore is chiefly magnetite, in the form of stringer veins and pockets, often associated with minerals characteristic of the gas cavities in the lava. It is sometimes of high-grade, and free from phosphorus and titanium. But the amount in any one pocket is not likely to be large, and there is no encouragement to mine it, except as bounties and a western smelter may possibly offer inducements at some future time. There has been nothing in the history of the trap to segregate the iron into large, well-defined bodies; so that it is separated into many masses ranging from a few tons to perhaps a few thousand.

Most of the localities are between Digby Gut and Brier island.

WINDSOR TO TRURO.

In several parts of Hants county occur what appear to be isolated pockety deposits, in part hematite, in part 'bottle' and other forms of limonite. Some of these have been exploited in past years, but all have been long idle, and accurate information about them is difficult to get. They occur chiefly in the Devonian, near the contact of the lower Carboniferous; and are the first or most westerly representatives of a type of deposits that extend intermittently for many miles eastward, in Hants, Colchester, Pictou, Antigonish and Guysboro counties. As a whole these deposits are most exasperating, often being good to the extent of a few thousand tons, but stopping short when most wanted. The history of Brookfield and of the Pictou county ores is proof, however, that there are occurrences of large size and good value. In the whole extent mentioned, a great amount of iron ore occurs in these contact deposits; and their value depends upon their size, and upon the encouragement to mine them.

In the country under consideration, the following is a list of the chief localities: Clifton, southwest of the village of Old Barns (see Truro sheet No. 57, of the geological series of the Geol. Surv. Can.); Selman, southeast of the village (Noel sheet 64); the shore east of Cambridge (Walton sheet 74); and much of the country along the contact, from five to eight miles southeast of Cambridge, especially the Goshen, Lantz and Tomlinson mines. These last are in a district chiefly characterized by manganese, and are heavily mangiferous.

BROOKFIELD.

This is another of the contact deposits, upon which considerable work has been done, in earlier years by the Nova Scotia Steel Company, and of late by contract, the ore being shipped to Londonderry.

The ore is a limonite, in part 'bottle ore.' It is to be found within a short but varying distance of the contact between the Devonian and the lower Carboniferous, lying in the former. The contact is sinuous; and from the distribution of the ore, it appears that the latter, while associated in a general way with the contact, follows a certain zone of beds which run east and west. Thus it should be met for several miles to the east, as the contact follows this direction for three or four miles. Indeed, drift iron ore is traceable throughout this distance, although the bedrock has not been prospected with any degree of diligence.

The ore lies in irregular veins and chambers, and in at least one instance as a direct replacement of a limestone bed. Its grade, as shipped at present, is well up in the forties.

THE COBEQUID RANGE.

The iron ore on the north side of Minas basin occurs under three widely different conditions: (1) in a long, narrow zone in the Devonian, in a general way following the contact with the lower Carboniferous on the south but not intimately associated

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with it; (2) in various other parts of the Devonian, apparently having no connection with contacts of any kind; (3) in the Triassic trap close to the basin.

Of the last named, the only good example noted is on Gerrish Mountain, one-half mile west of the Lower Economy post office (see Five Islands and Tenny Cape, sheet 76). The ore is a segregation in the trap, in the form of magnetite, partly massive or crystalline, part specular. The amount of dump shows the pocket to be a large one; but, like the similar ones of the North Mountain range, it is isolated.

Many cases occur, of iron ore in the Devonian rocks which lie on the south flank of the Cobequid granites and syenites, and unassociated with any special structural feature of large size. The westernmost ones are almost at the extreme westward end of the range, in a brook emptying into Advocate bay (see Apple River sheet Nos. 100 and 101). From here eastward detached occurrences may be noted clear into Pictou county. They are largely specular hematite, in part hydrous, so that their powder is brown. None of them have as yet shown promise of permanence, and in general they are mere stringers, like those in the pre-Cambrian of central Cape Breton, to be described later.

A few instances are to be met, of small deposits near, if not associated with, the contact of the Devonian and the lower Carboniferous limestone or Windsor series. Two localities are north of Partridge island, and southwest of Clark Head (see Parrsboro sheet 83).

The ore associated with Carboniferous conglomerate is first found on the west at East River of Five Islands, near where the Carboniferous itself ends, and close to the contact on the northern side of the latter. This conglomerate formation extends thence eastward across the Economy River sheet No. 76, the Londonderry sheet No. 63, and into the Earltown sheet No. 58, stopping south of McKenzie Settlement. East of this are isolated patches only. The total length of this formation between the two points named is 42 miles.

As far east as West Branch of Big Bass river, the strip of Devonian between the Carboniferous and the igneous rocks of the Cobequids is but a fraction of a mile broad, and few occurrences of iron ore are to be noted. Thence eastward, however, for many miles, the conditions are more favourable for iron ore; and from a short distance east of Portapique river to DeBert river, it is known in considerable quantities. The Londonderry Iron and Mining Company owns or controls a large part of this territory; but there is ground west of the former river and east of the latter, in which iron ore should be found under the same circumstances as those at and near Acadia mines and East mines, the two centres of activity on this range. This condition of occurrence is mentioned because of the aid it may furnish in exploration.

The distance from the contact of the zone carrying the iron ore varies widely. This is because the contact is sinuous while the ore follows somewhat closely a certain set of beds. These are in part siliceous, but chiefly limestones; and all the evidence points to limestone as the ultimate seat of the ore deposition. The ore-bearing zone is usually most easily followed along the hills, disappearing at the brooks which cut across the rocks.

The ore is chiefly in the form of limonite, specular or massive or earthy in different parts. A small amount of 'bottle ore' occurs, and in one place a considerable deposit of earthy red hematite of high grade. In addition to these siderite (carbonate of iron) occurs in places, especially at East mine; and ankerite (a carbonate which is half lime, and half iron and magnesia). In many instances where there is no limonite, ankerite is found; and it is only a question of favourable opportunity, whether it has or has not been converted into the former. Thus the presence of this ankerite is regarded, from here eastward into Pictou county, as a favourable indication. It looks at times so much like the carbonate ore, or spathic iron, that it may be difficult to tell the two apart. The spathic ore seems not to occur much by itself.

Whether the greater development of mining in the central part of the region is due to wider and better ore there, is by no means certain, but is probable. The con-

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ditions favouring the deposition of the iron seem to have been more or less limited on the east and west, and would be naturally better near the centre of the country affected.

But the presence of the ore depends, not alone or even especially upon the proximity of this contact, but upon (1) favourable strata, and (2) certain ruptures which occurred in the strata during the formation of the Cobequid mountains. Wherever these two factors are in conjunction, the chances for finding iron ore are good. It may be well to note in this connection, that ankerite and associated ore occur to the eastward in Pictou county, at and near the contact of two formations within the Devonian, and far from either intrusives of Carboniferous strata. These occurrences have not yet been shown to be connected.

The ore zone is trailed along the hills east and west by the character of the soil, and by the 'float' of ankerite or of iron ore. In the cross brooks, the presence of the proper rock zone can often be detected, where neither ankerite nor iron ore is present, by the decomposed and shattered condition of the rock, and the character of staining. In some places, as the section in Folly river, ankerite in abundance is found in the brook beds.

Several of the streams in the south side of the Cobequids have considerable power at times; but the best of them are rivulets in the dry season, and none have good natural storage. The ranger of the Londonderry Iron and Mining Company states that on the company's property, which does not comprise by any means all of the mountain crest, are 18,000 to 20,000 acres of good timber, about 40 per cent hardwood, chiefly beach, birch and maple.

The company, which thoroughly altered the smelter four years ago, makes an exceedingly good grade of pig iron, the ores used being the Londonderry limonite, Torbrook hematite, an occasional lot from Brookfield, and siderite and ankerite. The last serves also as flux, being all that is employed; and its iron contents enable the use of a lower grade of ore than would be possible with a limestone flux. On account also of this flux, it is feasible to use a high silica iron ore upon occasion. The Londonderry ores are not high in phosphorus, while those from Torbrook are. Sulphur may be troublesome in the former, and in certain openings, as those at Cook's brook, it has become too plentiful with depth, vitiating the ores.

The concentration of the ores in the Londonderry zone seems to depend more closely upon present topography than in any of the districts mentioned earlier. The ores grow rapidly lean downward, iron being replaced by ankerite generally, very little below the level of the deeper brook valleys; and these deposits must depend for their life upon their great surface extent east and west, rather than upon any permanence in depth.

ARISAIG.

This is a district, like Torbrook and Londonderry, of considerable extent. It is situated in Antigonish county, northwest of the town of that name and directly on the sea coast (see Cape George sheet 33, and Antigonish sheet 34). The ore-bearing ground as now known extends from one-fourth of a mile west of the Antigonish-Malignant Cove road on the east, to Arisaig pier on the west, a distance of 5.5 miles.

The ores are of three classes: (1) discontinuous and indefinite hematite veins in igneous rocks; (2) bedded hematite in rocks of Silurian age; (3) ore bodies, chiefly hematite and bedded, in rocks of greater age and occupying the high country to the south. Of the last, a few occurrences are of veins similar to the rest but traversing the strata slightly, and one is a black and feebly magnetic ore.

The country is made up of strata striking northeast to east, and dipping nearly vertically. The younger of the two rock series, occupying the region from the shore for a half-mile inland, contains little ore so far as known, and away from the shore has no intrusions except at the eastern end, near Malignant cove. The older series is

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injected, particularly toward the east, with many masses of igneous rock, which have in places seriously interfered with the continuity of the iron ores.

The intrusions show here and there small deposits of hematite, containing a few hundred or possibly a few thousand tons. Their lines are irregular, and their continuity has not been shown to be great in any case thus far. Two such pits are opened a quarter of a mile from the shore, on the farm of John B. McNeil, the ore being visibly very siliceous near the margins.

The second type of ore occurrence finds representatives in the 'Trunk Road mine,' and a cut on Ross brook to the east. These are a quarter of a mile from the sea, nearly opposite Arisaig pier, and were worked slightly by the Nova Scotia Steel Company before their acquisition of Bell island, Newfoundland. The ore is a bedded hematite, replacing a limestone and with some fossils. The two openings on opposite sides of the 'Trunk Road' give two feet of good ore. On Ross brook, a few hundred yards east of the other, is a cut in similar ore, the bed being perpendicular in both cases. The two are nearly on the same range, and it is possible that they are the same. Ore of this character should 'carry' for a considerable distance on the strike; and although these are the only occurrences known in the Silurian strata, it might be because there has been no systematic prospecting for more. What has been discovered thus far is too thin to work by itself.

The remaining class constitutes the really important portion of the field. The ore is in bed-like bodies, in most cases at least, parallel with the stratification. The dips are both south and north, but prevailingly the latter; and change in the same bed in the vertical sections exposed by cuttings on the mountain side. In one of the cuts on the hillside west of the first or east branch of Doctor's brook, an anticlinal folding is distinctly visible, the iron ore itself going across from one side of the saddle to the other. If this were discovered to be more than a local corrugation, its importance would be great; for the beds should then be duplicated in a north-south traverse. But there is as yet no evidence that such is the case.

The easternmost openings of the main part of the district are on the property of Duncan McKenzie, 3,200 feet east of the east branch of Doctor's brook. At least two 'leads' crop out here. The ore is all siliceous, some parts more than others. The beds should be continuous for some distance, but the country around is invaded by many intrusions, large and small.

The next exposures and cuts to the west are on the two sides of the east branch of Doctor's brook. The ground here, or immediately to the west, has been faulted, and it is impossible to match the ore beds with those on the next brook west. Five pits are opened on the east side, on at least three beds, and six pits on the west on at least four beds. Most of the iron runs very high in silica, if one may judge by its appearance.

One pit has recently been opened not quite halfway between Doctor's brook and Iron brook on the west, showing four feet of fair ore, clean and less siliceous than in the openings to the east.

The next cuts are on Iron brook, the branch of Doctor's brook next west. The distance between the two brooks is 2,000 feet, and that in which no ore has been opened, 1,000 feet. None of the beds here can be correlated with those east; on the other hand, similarity of ore, especially in two of the bodies, leads to the conclusion that the beds are continuous from here west for at least 5,400 feet.

One of the two, so different from all the others as to be easy of distinction, is the Tunnel lead. It is not met east of Iron brook, but was worked in a small way by contract for the Nova Scotia Steel Company in the country between this and McInnes' brook on the west, and opened on the west bank of the latter. Beyond this it has been cut in at least two places, the westernmost being on the property of John McPherson. The ore is 'oölitic,' the particles being moreover segregated into pebble-like form, the matrix between being slate or a massive fine-grained hematite. The whole is locally called 'kidney ore,' but is entirely unlike the variety of limonite

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which is everywhere given that name. On Iron brook it is so stringy and impure as to be unworkable.

The ore is still very siliceous, quartz grains being visible in some of the openings. The two southern openings, one on either side of the brook, show some fair ore, mixed, however, with poor. The better of the two, on the east side, is 15 feet wide, with a parting of one foot of slate five feet from the north wall.

The ground here has been somewhat faulted, but not to such extent as to displace the leads far.

A number of pits have been sunk between Iron and McInnes' brook, especially in the western half; and a combined open cut and tunnel on the 'Tunnel lead' for 1,100 feet represents the only serious attempt at working these deposits. In this ground three more leads are very persistent. Besides these there are probably two more. The southernmost bed is extremely high in silica wherever seen. The 'Tunnel lead' runs from three and a half to six feet. The workings are so shallow that a tunnel driven from McInnes' brook would leave much ore still overhead. The other lead is coarsely oölitic and rather siliceous. The pits near the east branch of McInnes' brook, which may prove to be on additional leads, show too little to be of aid in determining their availability.

A short interval of unprospected ground separates the two branches of McInnes' brook. On the west side of the west branch, six openings exhibit four beds, the northernmost being the 'Tunnel lead,' opened for a few feet in prospecting by the Nova Scotia Steel Company. The southernmost is probably the coarse siliceous lead already referred to and is much like the eastern occurrences. The former gives five to six feet of ore here, between irregular walls. The lead has been pinched and somewhat faulted, but comes in again on the west of the disturbance. The other leads are moderately siliceous and show some sulphur, being the first ones thus characterized. One of them gives eight feet of ore.

The next openings west are on Gillis' brook, a few hundred feet west of the last, but 2,000 feet north. Here are two leads, too irregular in contact to regard as well established. The ore itself is fair, but not much is exposed at present. The presence of the leads is important, however, as showing that there are deposits far to the north of the main lines, and indicating the possibility of still others between.

The next opening west is 2,900 feet west of the west branch of McInnes' brook, on the farm of Dan Macdonald. The ore is black, feebly magnetic, and very siliceous.

On the two adjoining farms west, Alex. McDonald's and John McPherson's, are several recent openings, showing ore which on the whole promises to be less siliceous than that farther east. The 'Tunnel lead' is cut here, badly crushed and pinched; but this may be due to one of the local disturbances which characterise the region. Another of the pits shows 4 feet of moderately good ore, grading southward into 2 feet 4 inches of very siliceous iron ore. Another shows 4 feet of fair ore on the north, the north wall not being cut; and a 2-foot rock parting succeeded by 2 feet 4 inches of poor ore on the south. Another cut shows four feet of good oölitic ore, not siliceous in any part. Since the end of the field season, some new pits are said to have uncovered more ore, one 500 feet south of any previously opened. Opportunity has not yet been found to visit these new pits.

The Arisaig district has been treated in greater detail than the others, first because it is a large field, which has never received much attention in print, as have Torbrook and Londonderry; second because extravagant claims have been made for it, by many interested parties, and counter statements circulated that it is worthless. Both notions are extreme, as the following summary will show.

The leads throughout are nearly vertical, and the structure of the country indicates that they or the strata which they replace, will not blanket for a great depth. Their character makes it highly probable that at least in some instances, they are continuous for a great length on the strike; and they should be found a considerable distance west of the McPherson property. It is to be regretted that no drilling has

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been done in the district, for that would give direct knowledge as to the depth to which the ore may go. As it is, there is a total vertical section of between 300 and 350 feet, from the hill-top exposures to those in the lowest brooks; and the iron shows no change whatever, which might be due to topography. This question of depth should be proved at the earliest opportunity.

The western part of the field is better on the whole than the eastern, being freer from faulting and influence of trap intrusions, and the ore containing less silica. All the iron ore is moderately low-grade, probably never averaging above the forties in car-load lots. Some phosphorus may be expected. The field is a large one; and while there are parts which are hardly worth developing in the present condition of the iron industry, there are other portions which should yield enough to make a large and valuable proposition.

The real number of veins or beds uncovered is still problematical. On East Branch there are four, probably five, and the 'Tunnel lead' is not present. On Iron brook there are at least four. Between this and McInnes' brook there are four, probably six, one of these being north of the 'Tunnel lead.' The sections west of McInnes' brook show four at the south, and two on Gillis' brook; and the westernmost cuts show three, probably four. Of these, two at least should be workable at the west, and very likely a third. In tracing ore by 'float,' it is necessary to remember that the ice motion was from the south.

The exploring done thus far has proved singularly little for the time and money spent. A property of this size and importance is not a plaything and should not be taken up by men who will not, or cannot, do proper development work on it to prove its character, merely on the gambling chance of finding a purchaser who will pay the price of a mine for a prospect. A few thousand dollars well spent would prove beyond contradiction a minimum value which could then honestly be placed upon it. For thorough exploration, the proposing purchaser would even then be obliged to use a large force of men and spend a considerable amount of money. Mining itself should be moderately cheap and easy for a long time, because of the possibility of using tunnels and adits, avoiding pumping and hoisting.

Railway communication could be made with Antigonish on the south, or with Merigomish on the west; and survey has long since been made for this. Water shipping would be attended with some difficulties, as there is no harbour, and the gulf coast is very exposed. A breakwater-pier has been built at Arisaig, and some sort of shelter could be made, adequate to the protection of ore steamers. But experience thus far shows a strong tendency along this coast for protected areas to silt up, and at the present pier this has already progressed somewhat.

A considerable power could be had by proper storage of Doctor's brook, the dam being built well down toward the shore road; but it was impossible to get a fair measurement during the dry season, owing to the great shrinkage in the stream.

There is said to be a large amount of hardwood some miles to the south, but on the properties within the iron district, and for a considerable distance away, what hardwood there is is small and poor. Enough wood could be got for the few timbers required in running here, but none for possible electric smelting unless from some miles.

WHYCOCOMAGH.

The iron ores of Whycomagh, Cape Breton, occur under rather diverse conditions. Those which have attracted most attention are located on the Craignish hills, chiefly not far up the side of Skye mountain and on its eastern end, near the shore at the head of St. Patrick's channel.

The rocks of this area, marked on the geological sheets as the George River Limestone series of the pre-Cambrian (see Whycomagh sheet 15), are in part altered sediments, quartzites and schists especially. At the old iron ore openings on the

Drummond areas, they are the former. The ore, here a magnetic hematite, occurs scattered over a considerable distance up and down a small brook. It does not replace any special stratum, is not bedded in form, nor does it follow any distinct line of fracturing in the rock. It appears, on the other hand, to be an irregular impregnation, which may yield a large tonnage, but is always uncertain. The appearance indicates that, properly followed, it should turn out a considerable amount of ore; but there is no evidence in it of stability of form or dimension. Thus its mining would probably be attended with some uncertainty. Nevertheless, like some other deposits on the same mountain, it belongs to the class which with proper encouragement, should be able to offer moderate quantities of ore at some central smelter.

On the same mountain are a number of other openings, mostly old, some hematite and some magnetite, and with a variety of shapes and surroundings. One or two look fair in quality, and their even contacts indicate possibility of permanence.

North of the village of Whycomagh are several occurrences of magnetite, chiefly in impure magnesian limestone of the George River series. They would not merit more than passing notice, had not they been used for the purpose of exploitation, in a manner which their value by no means warrants. In one instance 45 feet of ore was alleged, or implied, whereas a foot or fourteen inches would be a magnificent allowance for all that could be measured up, and this was visible for some ten feet. The country-rock is full of iron-bearing silicate minerals, from the alteration of which the iron was derived. Even were iron ore present in some bulk, under such conditions it would be ruinously high in silica. There is no regular iron ore formation north of Whycomagh, as far as discovered.

Five miles east of Whycomagh is Logan's brook. From a half-mile to a mile up this from the shore road are several occurrences of specular hematite of a high grade. This is another case of undue prominence being given to minute objects. The ore impregnates sandstones and conglomerates of lower Carboniferous age. At various times the daily and mining press have received and disbursed statements to the effect that a three and one-half-foot vein of pure hematite had been discovered in Logan's glen. Were this correct, and the vein permanent, it would be well worth exploitation. What one actually finds is a lot of stringers which occasionally but rarely give twelve inches of ore in any one piece, penetrating the rock for a few feet, and showing no sign whatever of permanency. There are two openings in or near the glen, of this character. They may lead to something, but they give no indication of it now, and have absolutely no features upon which one could legitimately base a high selling price or a system of stock exploitation. I make especial mention of this instance because it is unusually flagrant, and because the country has too many similar cases for its economic good.

A number of reputed finds of iron ore in the pre-Cambrian and Carboniferous rocks, all the way from Middle river on the east, to Lake Ainslee on the northwest, were looked into; but in no instance was more than a filament of specular hematite found.

Aside from some of the ore of Skye mountain, none of the iron of Whycomagh at present shows probability of economic value or quantity.

BOISDALE BARACHOIS.

Near the station of Barachois, a few miles west of Sydney, Cape Breton, some promising iron ores occur under several conditions. The district lies opposite the southern end of Long island, on the east side of St. Andrews' channel (Sydney sheet 134). There are three sets of deposits, two of which are of workable size, at least to the extent of shipping in some quantity to the smelters at Sydney and Sydney Mines.

On the crest of the Boisdale hills, 700 feet above the lakes and on the areas leased by Mr. McPherson, of Little Bras d'Or, occurs a large amount of pre-Cambrian magnesian limestone. In this is a dense magnetite, part of good grade, and extending

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intermittently from a short distance southwest of the mountain road from Barachois to George's river, northeast for a mile. At and near the road it is of good quality; further northeast it contains a large amount of sulphur, and its surroundings include granite and trap as well as limestone. The largest openings do not show any degree of definiteness of shape to the ore bodies, but the ore appears to have segregated into a somewhat decomposed and fissured zone. The quantity obtainable in any one body has not been determined, as work has not yet progressed sufficiently, but it will run from a few hundred to a few thousand tons.

From here southwest for a long distance, ore has been found in spots, and the district is evidently one in which there is much ore localized into discontinuous bodies of various dimensions, situated roughly along the line of greatest strain made during the uplift of the mountains. The difficulty in working these is the same as encountered in contact deposits—cost of prospecting and uncertainty of life of the individual deposit. Nevertheless, many such will pay well in a small way, to sell under contract to smelters.

The second class of deposits is situated near the shore, on the crest and west side of a ridge between it and McLeod's brook on the east. The pits are opened on rocks of lower Carboniferous age, located on areas leased by Sheriff Ingraham, of Sydney. From one pit a shipment of 500 tons was made to Sydney, being discontinued through no fault of the ore. The ore here was 12 feet across, almost without rock. The ore is hematite, largely specular, and often of very good grade. It does not follow any well-defined course, but as a whole strikes slightly east of north. The margins are ragged, showing lack of the best kind of localization. Where limestone is the wall rock, as in several pits, much of the ore is spathic. There is opportunity here for a considerable shipment of ore, the chief problem being the size and continuity of the bodies.

The third class includes some small occurrences of hematite in Cambrian strata on the shore and on the west side of Long island, of no economic value.

* * * * *

The above summary report, dealing as it does with a large variety of ores, will serve to enforce the following points which may be of service in connection with reported iron ore properties in the province.

1. Iron ore is an ore which, whatever its origin, will decrease in value downward after a certain distance is passed, and will prove shallow in most instances compared with ores of the precious metals. Many of the owners and lessees of areas appear to think that it should extend downward indefinitely.

(2) Among the conditions under which iron may be sufficiently localized to give large and stable ore-bodies, are the following:—

(a) Replacement of strata, as limestone or siliceous beds.

(b) Concentration along well developed and closely confined zones of fracture of considerable depth and length.

(c) Contact deposits between unconformable series of strata, where such location is a zone of weakness.

(d) Contact deposits between intrusions and country rock, which are rare.

(e) Fault deposits.

(f) Deposits along contacts between faults and easily replaced strata, like limestones, or between dikes and favourable strata: a common condition in the Lake Superior district.

These are not all, but the chief, modes of occurrences. It will be readily seen which of these are most likely to yield large and well defined ore bodies, and which are exhibited in any particular district in the province when the ground is looked over in person.

Much annoying loss of money and time would be saved if those who are asked to invest in iron ore properties would remember that, while iron oxides are almost universally distributed and veins of them are countless, no iron will be found in com-

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mercial quantities except as segregated and concentrated by the aid of especially favourable conditions.

Respectfully,

J. EDMUND WOODMAN.

DALHOUSIE UNIVERSITY,

HALIFAX, N.S., February 22, 1907.

REPORT OF MR. EINAR LINDEMAN.

OTTAWA, March 27, 1907.

DR. EUGENE HAANEL,
Superintendent of Mines,
Department of the Interior,
Ottawa.

I.—BLACK LAKE IRON ORE DEPOSITS.

SIR,—In accordance with your instructions, I left Ottawa on May 17 last, for Bedford to make a magnetic survey of the Black Lake iron ore deposit.

The property is located on lots 7 and 8, concession IV., township of Bedford, and, according to Mr. Bawden, of Kingston, was leased some years ago to the Bethlehem Mining Company, which did some prospecting work. The rock formation of the property consists of red gneiss, limestone and a dark green amphibolite in which the ore occurs. The strike is about N.E.-S.W., and the dip 45° - 50° towards S.E.

A base line was cut out on the west side of Black lake, and from this line cross lines were run at right angles every 30 feet, dividing the field into squares 30 feet on the side. At each corner of these squares magnetic observations were taken, both of the horizontal and vertical intensity.

Occurrences of magnetite were observed at three different places and here, on account of the irregularity of the magnetic strength of the ore, readings were taken for every fifteen feet.

Deposit No. 1 occurs on a small peninsula at the south end of Black lake. Some small cuts have been made here and the faces of these show a dark green hornblende rock with impregnations of magnetite and calcite. The magnetic curves show that the deposit is of very small extent. Both east and west of this occurrence outcrops of limestone are visible.

Deposit No. 2 occurs on an island close to the west shore of the lake. An open cut has been dug here and some 'ore' is said to have been taken out. Pyrite is plentifully distributed through the formation and the decomposition of the pyrite gives the rock a rusty and rotted appearance. On the west side of the island outcrops of limestone were observed.

Deposit No. 3 occurs on another island about 900 feet N.E. of deposit No. 2, and is of the same nature as the two former. The rock is, however, not so much altered and has a more dense structure.

As my personal opinion of the deposits at Black lake, I beg to say that they are of very small dimensions, are high in sulphur, of irregular shape, in some places the ore occurs only as slight impregnations in the country rock, and are, therefore, at the present time of no commercial value.

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II.—MAGNETIC SURVEY OF THE COUNTRY EAST OF THIRTY ISLANDS LAKE, THIRTEEN ISLANDS LAKE, BLACK LAKE, NORWAY LAKE, AND FURTHER IN A N.E. DIRECTION.

Having finished my work at Black lake, I was instructed to make a magnetic investigation of the country east of Thirty Islands lake, Thirteen Islands lake, Black lake, Norway lake, and further in a N.E. direction. For this purpose a base line was cut out from the line between lots 1 and 2, concession II., in a northeasterly direction up to Pond Lily lake, and cross lines were run at right angles for every 300 feet. Magnetic observations were taken on these lines for every 60 feet. Some strong magnetic readings were observed on lots 2, 3, 4 and 5, concession III., and lot 5, concession IV., but when more closely examined were found to be very irregular. On lot 3, concession III., some small test pits and strippings have been made, showing a dark hornblende rock, intermixed with some magnetite, but not of sufficient quantity to warrant mining. A diamond drill hole is said to have been bored here to a depth of 300 feet without giving any promising results.

The strong irregular magnetic readings at the other places mentioned may be due to the magnetite occurring as an accessory constituent in the basic gneiss and give, in my opinion, no promise of further discoveries of commercially valuable ore deposits in the district investigated.

III.—IRON ORE DEPOSITS AT AUSTIN-BROOK, N.B.

Recalled August 15, I left Ottawa on August 17, for Bathurst, New Brunswick, to make a magnetic survey of the iron ore deposits at Austin brook.

The ore deposits so far discovered are located on lot 12, range 17, township of Bathurst, county of Gloucester, in the province of New Brunswick, about one mile above the Grand falls, on the Nepisiquit river, and close to this river.

A wagon road from Bathurst runs up to the property, the distance from Bathurst being about twenty-one miles.

The nearest railway station is the Red Pine station on the Intercolonial railway, between Bathurst and Newcastle, the distance from the ore field being about nine miles.

The ore field was examined by the Dominion Iron and Steel Company some years ago, when some stripping was done. This work, being done during the winter, was of comparatively little value, however, and it seems no satisfactory results were obtained.

The ore, magnetite, with a considerable amount of hematite, occurs in lenses in a greenish mica schist.

The accompanying maps of the vertical magnetic intensity of the field surveyed during last fall show three separate deposits or groups of deposits, which for reference have been numbered I, II and III.

The deposit marked No. I consists of one continuous ore body. Nos. II and III each consist of a number of smaller deposits.

The general strike of the deposits is N.E.-S.W., with a dip towards N.W. at an angle of 50-60 degrees.

Group No. I.

Of the field surveyed this is the most important deposit and consists of one continuous body of ore about 2,000 feet long. This ore-body is located between Austin brook and Nepisiquit river. It was discovered last fall by Mr. W. Hussey, who south-west of Austin brook discovered the northerly end of the deposit which here crops out.

The ore body has here an elevation of about 75 feet above the surrounding country and can easily be traced by the outcrops for some 500 feet. The width of the ore at the surface is here about 100 feet.

Further south the ore is covered by gravel, &c., of considerable depth, but the magnetic curves indicate clearly the existence of the ore. About 100 feet north of Nepisiquit river the ore was again exposed by stripping and the contact with the hanging wall located.

A sample of the ore from this place gave the following analysis:—

| | Per Cent. |
|------------------------|-----------|
| Silica. | 34.60 |
| Metallic iron. | 42.49 |
| Phosphorus. | 1.197 |
| Sulphur. | 0.026 |

A general sample was taken across the whole width of the deposit about 230 feet from its northerly end.

This sample gave the following analysis:—

| | Per Cent. |
|---------------------|-----------|
| Silica. | 26.3 |
| Iron. | 47.3 |
| Manganese. | 1.0 |
| Phosphorus. | 0.64 |
| Sulphur. | 0.05 |

Group No. II.

This group of deposits is located east of Austin brook. The magnetic curves show here a number of smaller deposits, of which several are of no practical value, and possibly are only big boulders.

The investigations previously referred to have been chiefly confined to this group, when some cuts were made and some stripping done.

The separate deposits have for reference been marked 1, 2, 3, &c.

Deposit No. 1 crops out in the hill slope towards Nepisiquit river. To judge from the magnetic curves, this deposit is composed of two smaller deposits, which was confirmed by stripping, the distance between the separate bodies being, however, not more than 5 feet. The width at the surface of one of these ore-bodies was 23 feet, and the other was stripped for 13 feet.

A sample from these deposits gave:—

| | Per Cent. |
|---------------------|-----------|
| Silica. | 21.57 |
| Iron. | 45.99 |
| Phosphorus. | 1.21 |
| Sulphur. | 0.05 |

This deposit is, however, not likely to prove of sufficient size to warrant mining.

Some 400 feet N.W. of deposit No. 1, deposit No. 2 crops out in the valley towards Austin brook. Through stripping, the width of this deposit at the surface is shown to be 42 feet in the southerly part. The length can be estimated to be about 350 feet. It is covered by gravel to a thickness of 2.8 feet. Towards the northerly end the deposit becomes more narrow and the width at the surface is here only about 19 feet. Numerous narrow veins of quartz are also noticeable in this end of the deposit.

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A sample from the southerly end of the deposit gave the following analysis:—

| | Per Cent. |
|---------------------|-----------|
| Silica. | 24·7 |
| Iron. | 46·6 |
| Manganese. | 1·76 |
| Phosphorus. | 1·04 |
| Sulphur. | 0·02 |

A sample from the northerly end gave:—

| | Per Cent. |
|---------------------|-----------|
| Silica. | 25·21 |
| Iron. | 43·41 |
| Phosphorus. | 0·82 |
| Sulphur. | 0·02 |

Deposit No. 3 is located in the valley about 180 feet N.E. of deposit No. 2. No outcrops occur in this valley, but farther northeast the contact with the foot wall is shown by stripping in two different places. Numerous boulders of ore and rock indicate that this northerly part of the deposit has undergone a heavy erosion. Several outcrops of poor ore occur on the east side of the swamp close by the foot wall and are probably all that are left of the deposit here previously located.

The southerly part of the deposit is, to judge from the magnetic curves, left comparatively undisturbed.

Deposit No. 4 is located a little distance east of deposit No. 3.

This deposit has a more northerly strike and a length of about 400 feet. The width at the surface was shown to be about 30 feet, but towards the north the width is decreased.

A sample gave the following analysis:—

| | Per Cent. |
|---------------------|-----------|
| Silica. | 33·1 |
| Iron. | 43·6 |
| Manganese. | 0·5 |
| Phosphorus. | 0·40 |
| Sulphur. | 0·007 |

North of groups I and II there is no indication of ore for a distance of about 1,600 feet, when group No. III is encountered. This group of deposits is, to judge from the magnetic curves, of considerable importance.

The ore is covered by gravel, &c., and only visible in a couple of small pits in the southerly part.

The total length of these ore strikes so far investigated is about 1,800 feet. The ore is, however, not continuous for this length as the magnetic curves show breaks in two places, but the total distance of these breaks does not exceed 150 feet.

This part of the field has also been subjected to a heavy erosion, clearly indicated by the numerous boulders of ore which are scattered all over the vicinity.

These loose boulders have a disturbing effect on the magnetic curves and make it hard to determine if the deposits have previously been one continuous body, which through erosion has been cut, or if they are three separate ore lenses located close to each other in the same strike. The first assumption seems to me to be the most likely, judging from the masses of ore located east of the two breaks and close to the main deposits.

The width of the ore at the surface could not be ascertained. In the two stripings done at right angles to the strike the ore was exposed in the one for 24 feet and in the other for 32 feet, but in neither was the contact with the hanging wall reached.

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A width of 60 feet at least is very probable, and some distance further north the magnetic curves indicate even a greater width, but taking into account all the loose boulders here located it will be necessary to do some further development work before this point can be ascertained.

Two samples taken gave the following analyses:—

| | Per Cent. |
|---------------------|-----------|
| Silica. | 28.52 |
| Iron. | 44.55 |
| Phosphorus. | 0.827 |
| Sulphur. | 0.035 |

| | Per Cent. |
|---------------------|-----------|
| Silica. | 22.7 |
| Iron. | 47.5 |
| Manganese. | 1.2 |
| Phosphorus. | 0.65 |
| Sulphur. | 0.054 |

A little distance south of these strippings the ore crops out, and a sample taken here gave:—

| | |
|---------------------|-------|
| Silica. | 7.21 |
| Iron. | 61.70 |
| Phosphorus. | 0.119 |
| Sulphur. | 0.026 |

West of the deposits described is located another ore strike parallel to the former and composed of three different deposits which are all covered by gravel, &c., and no stripping has been done. In size they may be compared with those described under group No. II.

COMPOSITION OF THE ORE.

The ore is very fine-grained and the contents of the silica in the ore, as shown by the analyses, are considerable, occurring partly intimately mixed with the ore, partly as thin layers following the strike, giving the ore a banded structure. A distinct contact between the ore and the country rock can, as a rule, be observed and no greater intrusions of rock in the ore were noticed.

On account of the few outcrops of the ore-bodies and the few cross-cuts made, which in several places exposed only a small part of the total width of the deposits, the analyses given above cannot be considered as an average composition of the ore, when referring to the whole ore field. If the samples could have been taken across the whole width of the deposits and over a large area the results would probably have been more favourable. This is confirmed to a certain degree by the analyses made of the cores obtained through the diamond drilling done during the last month. These show, as given below, somewhat higher iron content and less silica. The sulphur, however, proves from this to be irregularly distributed through the ore and especially close to the foot wall is considerably high.

EXPLORATION WORK.

At the end of last November the provincial government of New Brunswick sent a diamond drill up to the property, which has been in commission during the winter.

Up to the present the drilling has been confined to group I. Two holes have so far been drilled and a third is now being sunk at the south end of this deposit. Accompanying map and sketch show that hole No. I was drilled vertically on the

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hanging wall about 250 feet from the north end of the deposit. It struck the ore at a depth of 35 feet and then went through ore to a depth of 162 feet, when the foot wall was reached. The sketch shows the records of drilling and analyses. Samples were taken by me from each foot of the drill core and made up in general samples for every 10 feet.

Hole No. 2 was drilled about 700 feet from No. 1. After going through gravel, &c., it struck the ore at a depth of 49 feet and reached the foot wall at 162 feet, showing, however, 9 feet of rock at a depth of 73 feet. The analyses show the average composition of the ore to be:—

Hole I.

| | Per Cent. |
|----------------------|-----------|
| Iron | 49.0 |
| Silica | 16.6 |
| Phosphorus | 0.79 |

Hole II.

| | Per cent. |
|----------------------|-----------|
| Iron | 49.0 |
| Silica | 16.1 |
| Phosphorus | 0.74 |

The magnetic curves indicate clearly that the field contains large quantities of ore, and I may also state that north of group III strong attractions on the needle indicate the presence of other deposits, which could not be further investigated this year on account of the lateness of the season.

In order to fully ascertain the quality of the ore further diamond drilling will be necessary. To judge from the work done a part of the ore might, however, have to be concentrated before it would be suitable for economic smelting in blast furnaces of the present day.

The analyses have been made by Mr. H. Leverin, chemist to the Mines Branch.

Yours respectfully,

EINAR LINDEMAN,
Mining Engineer.

REPORT OF MR. H. A. LEVERIN.

OTTAWA, March 23, 1907.

DR. EUGENE HAANEL,
 Superintendent of Mines,
 Department of the Interior,
 Ottawa.

SIR,—Following is the report of my work since July 1, 1906:—

Samples analysed numbered 120, and are of the following character:

| | |
|--|-------|
| Pig iron from electric process. | 30 |
| Slag, from electric process. | 36 |
| Iron ore, complete analyses. | 9 |
| Iron ore analysed for silica, iron, phosphorus, sulphur and titanium. | 19 |
| Clay, complete analyses. | 7 |
| Limestone, complete analyses. | 1 |
| Sand, complete analyses. | 1 |
| Gypsum, complete analyses. | 2 |
| Coal. | 3 |
| Gold and platinum ores. | 8 |
| Pyrrhotite. | 2 |
| Chalcopyrite. | 2 |
| | <hr/> |
| | 120 |
| | <hr/> |

The number of determinations made were:—

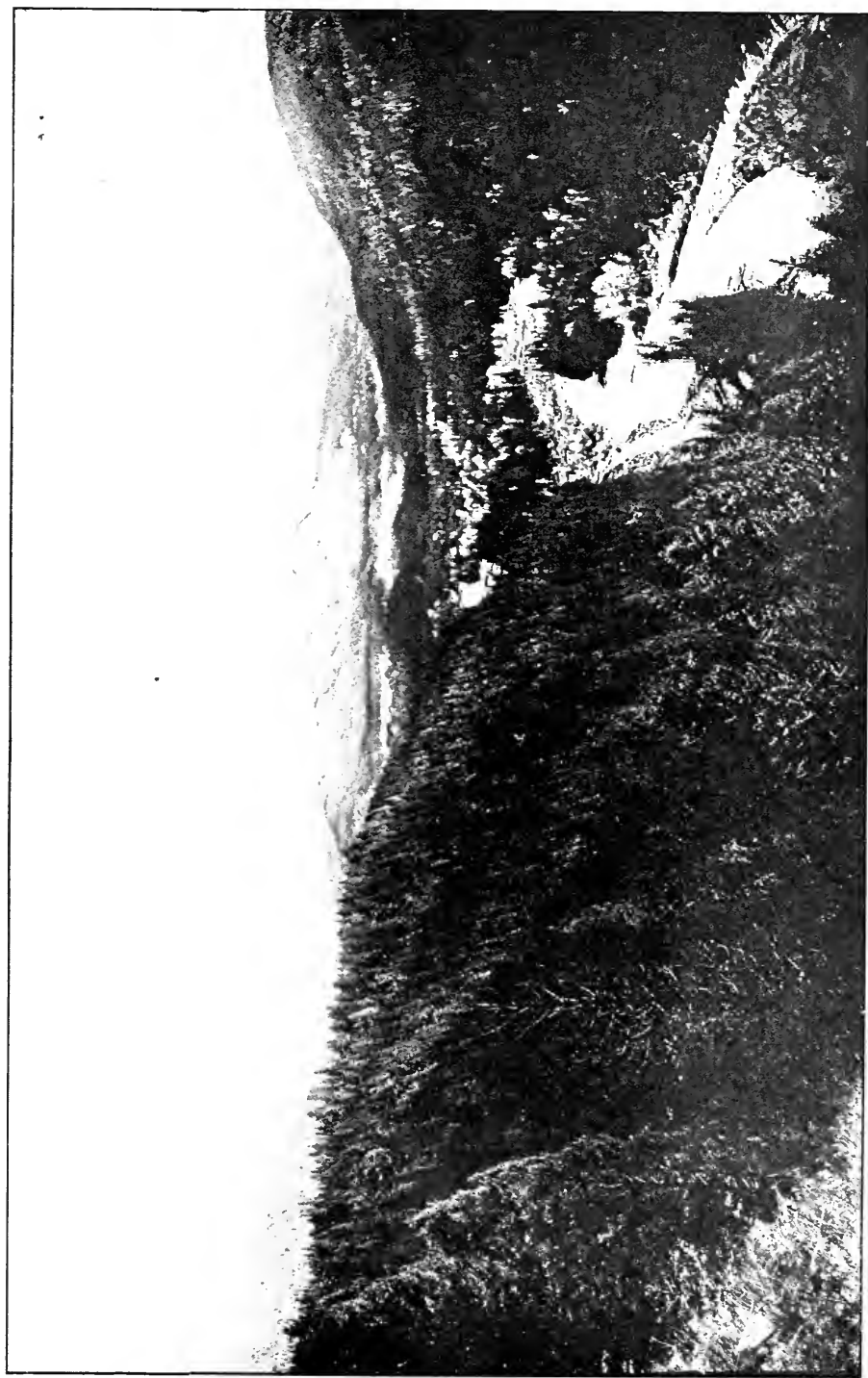
| | |
|---------------------------|----|
| Iron. | 30 |
| Ferrous oxide. | 45 |
| Manganese. | 75 |
| Copper. | 14 |
| Nickel. | 12 |
| Gold. | 8 |
| Silver. | 2 |
| Platinum. | 3 |
| Chromium. | 3 |
| Titanium. | 14 |
| Alumina. | 45 |
| Lime. | 56 |
| Magnesia. | 54 |
| Sulphur. | 98 |
| Phosphorus. | 96 |
| Fluorine. | 2 |
| Graphitic carbon. | 30 |
| Combined carbon. | 30 |
| Silicon. | 30 |
| Silica. | 72 |
| Alkali. | 4 |
| Combined water. | 7 |

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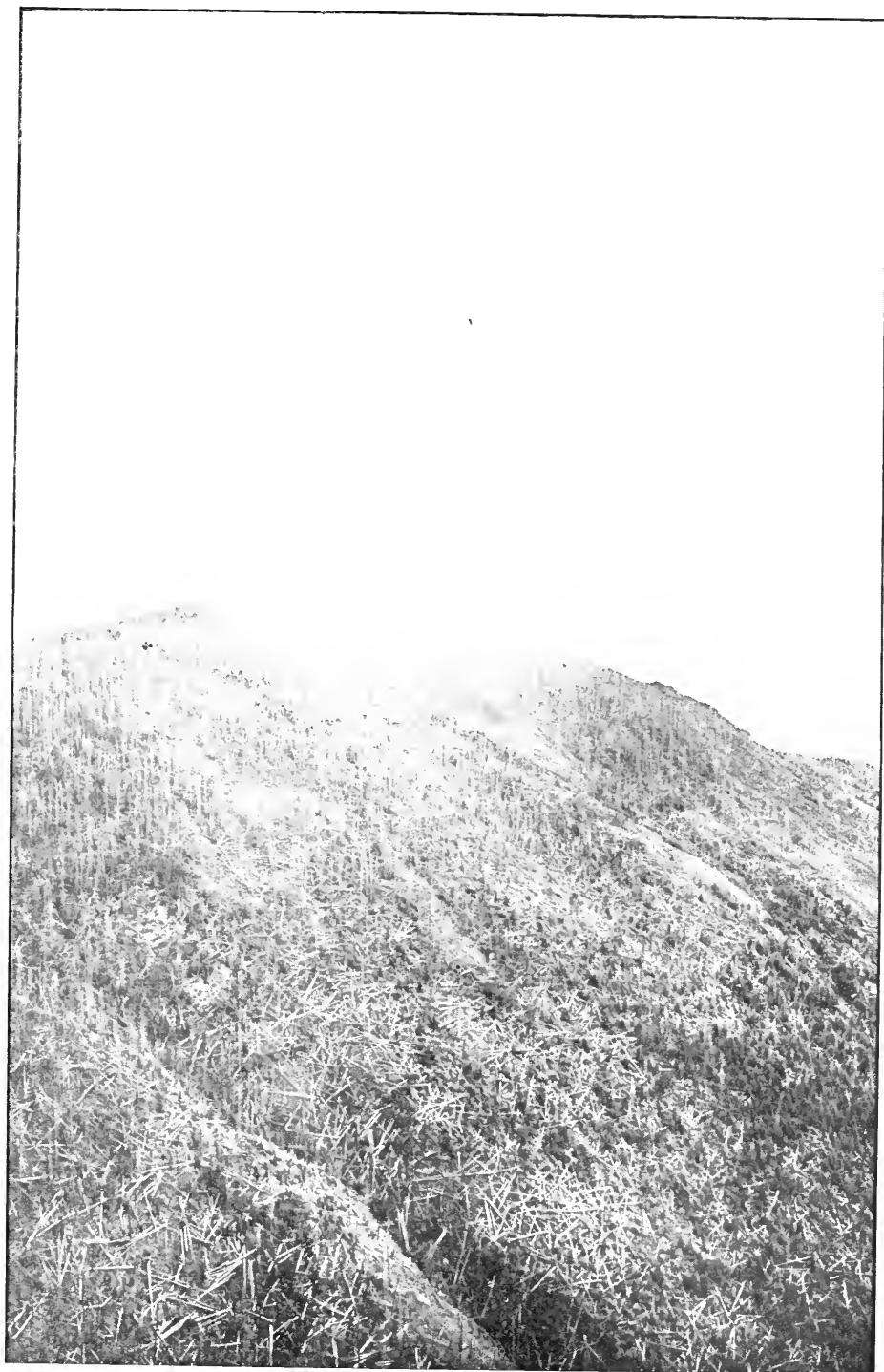
| | |
|-------------------------------------|-------|
| Volatile matter (in coal) | 3 |
| Fixed carbon (in coal) | 3 |
| Ash (in coal) | 3 |
| | <hr/> |
| Total | 739 |
| | <hr/> |

I am, sir, your obedient servant,

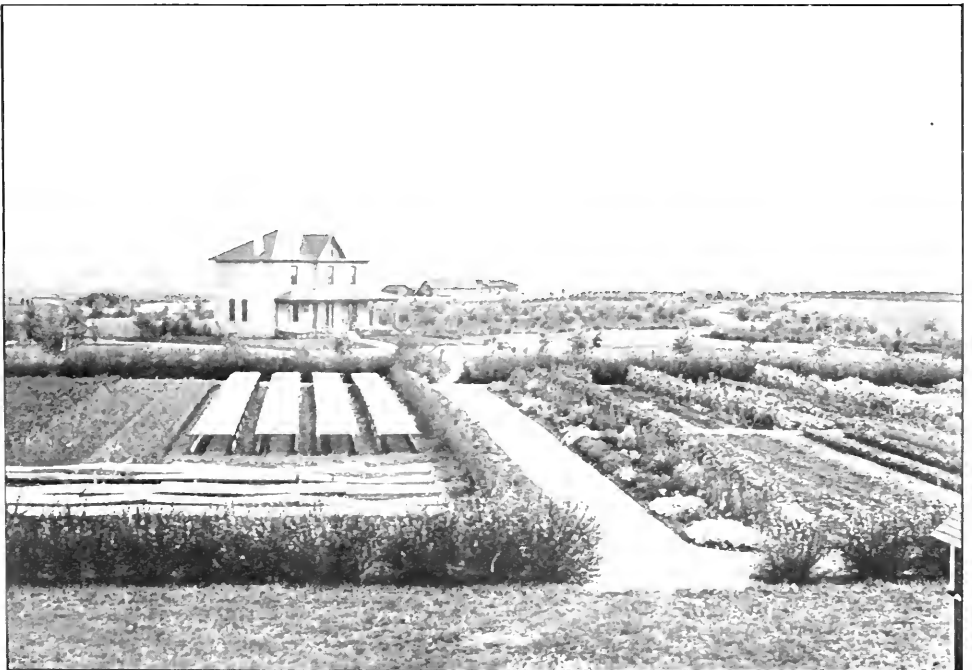
H. A. LEVERIN,
Chemist.



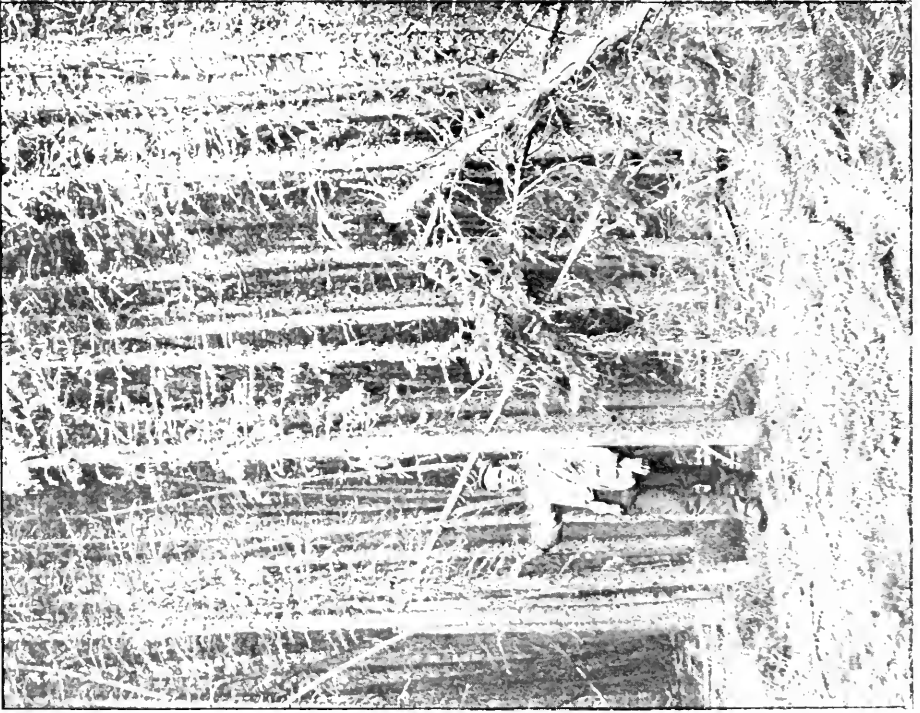
FORESTS IN THE CROWNSEY PASS.



EFFECT OF A FOREST FIRE IN THE CROWS NEST PASS.

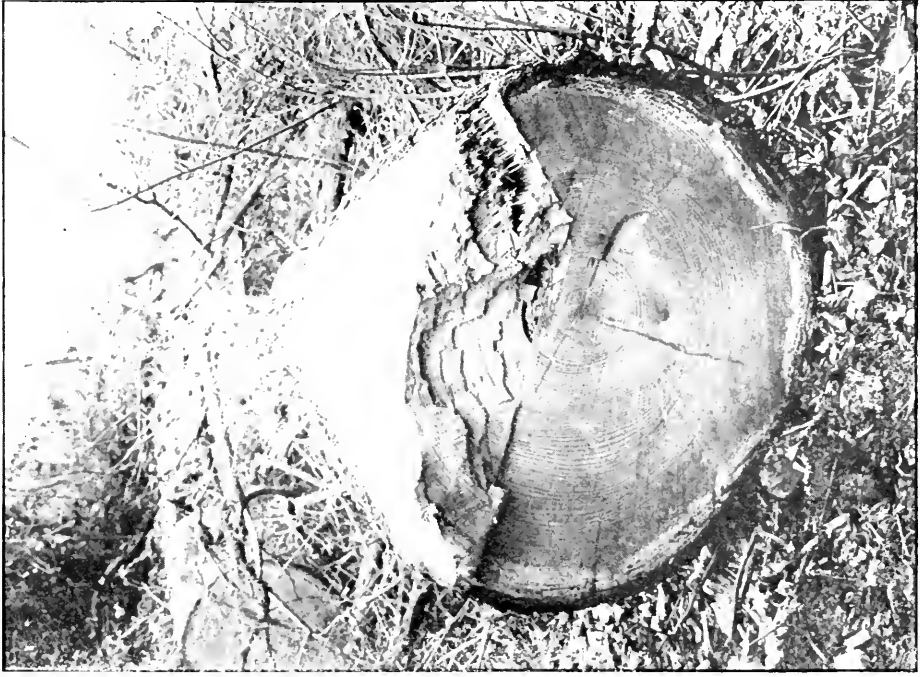


FOREST NURSERY STATION, INDIAN HEAD, AFTER THREE YEARS OF CULTIVATION.



BLACK SPRUCE 80 YEARS OLD, TOO CROWDED TO GROW WELL.

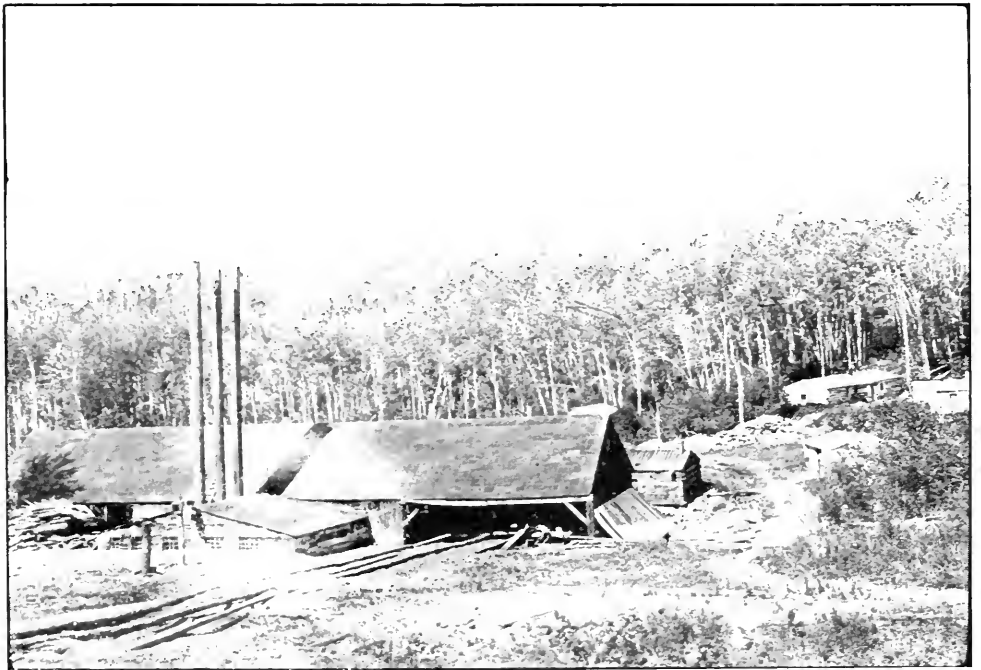
Riding, MONTANA FOREST RESERVE.



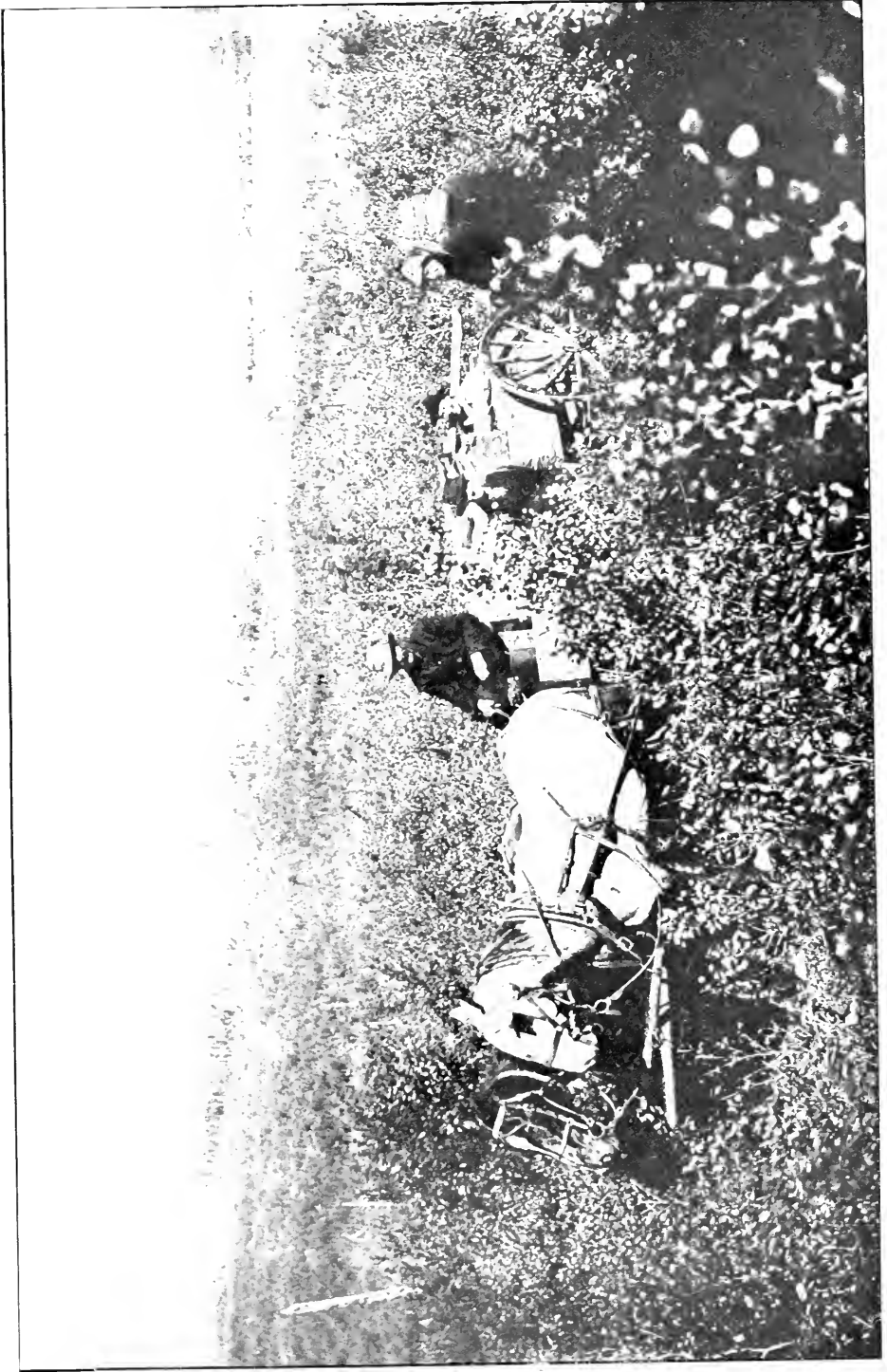
WHITE SPRUCE 28 INCHES IN DIAMETER GROWING MIXED WITH POPLAR.



ASPEN AND BALM REPRODUCTION IN THE COOKING LAKE FOREST RESERVE.



J. & T. SHAW'S MILL IN THE RIDING MOUNTAIN FOREST RESERVE.



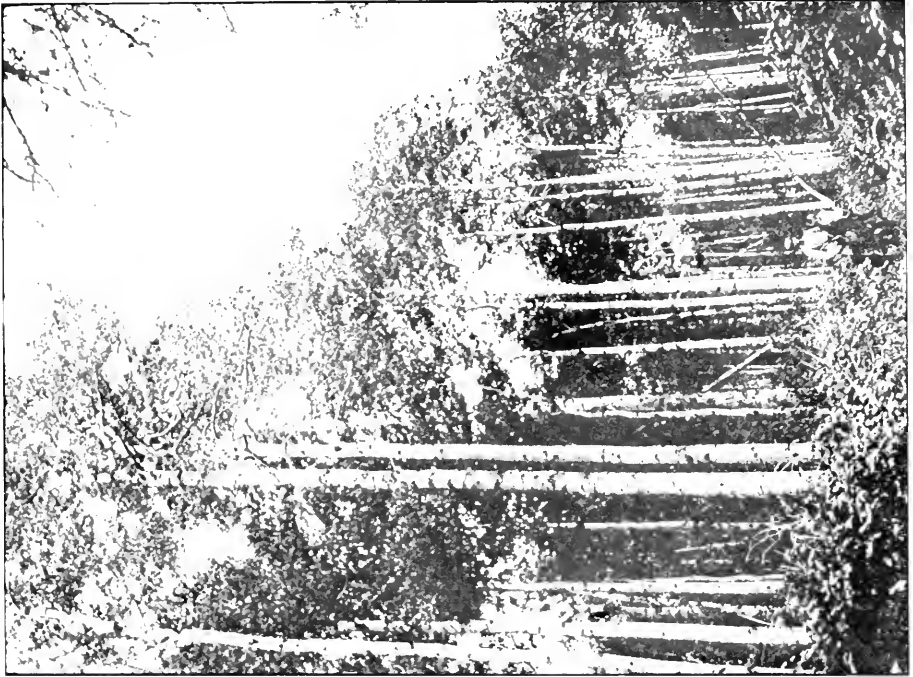
REPRODUCTION OF THE MOOSE MOUNTAIN FOREST RESERVE AFTER THE FIRE OF 1897.



TWENTY YEAR OLD REPRODUCTION OF ASPEN AND BALM OF GILEAD IN THE MOOSE MOUNTAIN FOREST RESERVE.



MEASURING THE RATE OF GROWTH OF ASPEN IN THE TURTLE MOUNTAIN FOREST RESERVE.



ASPEN FORESTS IN THE RIDING MOUNTAIN FOREST RESERVE.

PART IX
FORESTRY

FORESTRY.

REPORT OF THE SUPERINTENDENT OF FORESTRY.

DEPARTMENT OF THE INTERIOR,

OTTAWA, July 10, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the annual report on forestry and other matters under my control, accompanied by the reports of other officials in charge of special divisions. The reports presented for last year covered the work of last summer, both in fire ranging and tree planting, and consequently there is but little additional to report in regard to these services.

My appointment to the office of Superintendent of Forestry dated from March 1, last, on the resignation of Mr. E. Stewart, and, therefore, the report on forestry is mainly a review of Mr. Stewart's work. It seems a fitting occasion to sketch the development of the branch which he has initiated and organized. When Mr. Stewart assumed office in 1899, nothing had been done by the Dominion to organize a fire preventive service. To this work he first addressed himself, and developed it from year to year, till during the past season there were 52 fire rangers acting on Dominion territory, and the testimonies to the efficiency and value of the service are numerous and widespread. The co-operative tree planting scheme was begun in 1901, and since that time 8,471,092 trees have been distributed to 3,328 settlers. During the first year the distribution was 50,280, and for the present year will be 1,925,185 trees. Forest reserves aggregating an area of 3,450,720 acres have been set apart and established by statutory authority, and a timber survey has been completed on two of the reserves and is being continued on others, with the purpose of laying out scientific plans of management. This short *résumé* shows that Mr. Stewart has, in a few years, established a work of far-reaching importance to the future of the Dominion in which he may feel a just pride.

It is also regretted that Mr. Roland D. Craig, Inspector of Forest Reserves, and Mr. H. C. Wallin have resigned from the service to accept more remunerative positions elsewhere. Both were well equipped technical officers and their removal means a serious loss to the service. It emphasizes the necessity for making the government service sufficiently attractive to qualified men to insure permanency in the staff and a sustained development in policy and administration.

The office work and correspondence have largely increased as a result of the growth of the business of the branch, and it will be necessary to provide an adequate clerical staff to keep it in proper order.

The timber survey of the Riding Mountain reserve was continued during the past year, and it is hoped that the larger part of it will be completed this season, making possible the formulation of working plans for cutting the timber so as to remove only the annual product, and provide for the renewal of the forest.

By order in council of December 29, 1906, copy of which is attached, regulations were established for the cutting of timber in the Riding Mountain, Duck Mountain and Porcupine Hills reserves. These regulations, in accordance with the object for which the reserves are set apart, provide for the cutting of timber by settlers for their own use, the further restriction being made that those obtaining permits must reside within fifty miles of the reserve. The object of this latter provision is to cou-

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fine the privilege of cutting timber to those who can make beneficial use of it, and to prevent, as far as possible, the obtaining of permits for purely commercial purposes. The dues provided for under these regulations are so adjusted as to encourage the removal of the dead timber and the less valuable species, and to preserve the most valuable. General regulations for all the forest reserves are now being considered.

During the past year an inspection was made of most of the forest reserves to ascertain the settlers located on them, and it is proposed to make an effort to induce them to remove therefrom so that the reserves may be kept intact and their administration made more feasible.

For the proper administration of the reserves it will be necessary to enlarge the staff and perfect the organization. Temporary fire rangers in the summer and unskilled assistance in the winter must give place to a permanent staff of qualified forest rangers if the purposes for which the reserves are established are to be properly carried out. The reserves have suffered severely from fire and must be guarded carefully. With such protection and technically qualified officers to make timber surveys and lay out working plans, the organization will be complete.

TIMBER.

The administration of the timber lands outside of the forest reserves, and of the grazing lands formerly conducted directly by myself has been placed under charge of Mr. B. L. York, under my superintendency, and his report thereon will be found under No. 23 of Part I, Dominion Lands.

The number of timber berths granted during the past year was 49, totalling an area of 410.6 square miles, and the amount received on account of bonuses was \$226,360.45, being an average of \$511 per square mile. It is satisfactory to note that recent sales of timber are yielding much larger average prices than have been received at any previous time.

The present method of disposing of timber is, however, not a satisfactory one. The department has, as a rule, little or no knowledge of the timber of which it disposes, and as the quantity now in private hands is fully adequate to meet present needs, no detrimental result would follow the holding of timber lands until government inspectors can examine and estimate the timber, so that an adequate upset price may be fixed before any berth is put up to competition.

The recent rapid development of the lumber business has largely increased the work of the timber administration, and to cope adequately with the situation will necessitate considerable strengthening of the staff generally, especially in the outside service.

The necessity for fuller knowledge of the timbered districts is emphasized continually by the experience of the department, and it would be a proper policy for the department to obtain directly more adequate information in this respect. The inquiry made by a committee of the Senate during the past session showed that the natural resources of the northern districts of the west are greater than the public had any idea of, but the evidence would be much increased in value if direct means were taken by the government to obtain information in regard to these districts, and, as a result, the administration of the timber therein could be more intelligently carried out.

The most important change in the timber regulations made during the past year was the provision for granting not more than one square mile of timber to the owners of small mills without competition at the rate of \$100 for each permit in addition to regular dues. The object of this provision was to furnish a supply of lumber to settlers in districts where it could not be obtained conveniently. It is intended to cover special circumstances where timber is specially and locally required. This provision appears to be working out satisfactorily and to be serving the object for which it was established.

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GRAZING.

The grazing regulations, established in 1905, have been sufficiently long in operation to show that they are working satisfactorily and, as the numerous applications which accumulated while the regulations were suspended have now been dealt with, it is confidently expected that no serious difficulty will be found in the further administration of the grazing lands.

IRRIGATION.

The construction of irrigation works in Southern Alberta and Saskatchewan continues steadily. The portions of the provinces referred to have been used in the past mainly for ranching purposes, operations being conducted on a large scale. With the influx of population and the necessity of feeding cattle during the winter, which was particularly emphasized during the past season, ranches are being reduced in size, and the irrigation of a few acres makes possible smaller holdings with an increase in the number of stock that can be carried. Irrigation will be found an important adjunct to the stock industry. At Raymond, in the province of Alberta, the beet sugar industry has been successful, with the assistance of irrigation. Many more profitable crops may be grown, and in regard to this, experiment is desirable.

An adequate and properly equipped agricultural experiment station could obtain a great deal of useful information in regard to the possibilities of irrigation, and the government would be fully justified in giving such a station generous support. The duty of water for different soils and crops, the crops that can be grown most profitably, the length of the irrigation season and methods of applying water, the prevention of loss by seepage and evaporation, and many other questions of great importance could be worked out experimentally at such a station.

There are some large projects under construction or operation at the present time, namely, those of the Alberta Railway and Irrigation Company, the Canadian Pacific Railway Company and the Robins Irrigation Company. By the construction of large and expensive works these projects will make available for irrigation purposes sources of water supply which could not be developed by the individual with small resources.

Irrigation will be a large and important factor in the development of this part of the west, and the staff of the irrigation office and the means at their disposal should be made sufficient to adequately investigate the water supply and the methods of its utilization and to deal with the large interests that are involved.

During the past season special attention has been given to the gauging of the streams and the inspection of projects under construction, as will be seen by the report of the Commissioner of Irrigation.

Respectfully submitted.

R. H. CAMPBELL.

APPENDIX No. 1.

CANADIAN IRRIGATION SURVEYS.

REPORT OF JOHN STEWART, D.L.S., C.E., COMMISSIONER AND CHIEF
ENGINEER OF IRRIGATION.

DEPARTMENT OF THE INTERIOR,

CALGARY, ALBERTA, April 5, 1907.

In the spring of 1906, I sent three engineering parties into the field, one in charge of Mr. J. F. Hamilton, C.E., to gauge all large rivers and streams and establish gauge rods. During the season Mr. Hamilton gauged some 56 streams all told, and established 12 gauge rods in the large streams as follows: Bow river above the C.P.R. headgates. Fish creek at the L. E. railway crossing. Sheep river at railway crossing. Highwood river at traffic bridge. Willow creek at the railway crossing. Oldman river, below the railway crossing. Pincher creek at Pincher. Watertown river, section 20, township 5, range 27, west 4th meridian. Belly river, section 13, township 3, range 25, west 4th meridian. Watertown river at lakes, section 8, township 2, range 29, west 4th meridian. St. Mary's river above Alberta Railway and Irrigation Company's headgates. On all the above gaugings a careful cross-section was made.

The second party was in charge of Mr. P. M. Sauder, with instructions to inspect and report on all the various irrigation schemes which had been authorized and not completed in Southern Alberta, also to gauge all the small streams and make any surveys required by parties purchasing land under the Irrigation Act. Under those instructions Mr. Sauder made 85 inspections and reported on same to this office, and five surveys of land in connection with applications to purchase under the Irrigation Act, and gauged 34 streams.

The third party was in charge of Mr. R. J. Burley, with instructions to inspect and report on all the irrigation schemes authorized and not completed in Saskatchewan, also to gauge all small streams and make any surveys that would be required of lands sold under the Irrigation Act. Under those instructions Mr. Burley inspected 121 irrigation schemes and reported to this office. He also made 23 surveys of lands in connection with applications to purchase under the Irrigation Act, and took gaugings of 17 small streams until the current meter he had went out of order.

During the summer of 1906 I inspected the homestead and irrigation scheme of A. B. & E. Ward, at Kamloops, B.C., also a dry lake for W. W. Nichols, on section 23, township 26, range 2, west of the 2nd meridian, near Yorkton, and in December I inspected a portion of the irrigation scheme of F. P. Aylwin, as far as Arrowood creek, but owing to depth of snow I had to abandon the survey, which I had completed in February last by Mr. J. F. Hamilton, C.E.

During the past season I inspected the works of the Alberta Railway and Irrigation Company, twice, with reference to their expenditure on enlargement and extensions of their works.

With reference to the inside work of this office, since July 1, 1906, there have been 984 communications received, and 2,163 sent out, as well as 43 applications for water rights (in duplicate), 263 agreements for the supply and use of water (in quadruplicate), and some 136 gauge rod readings. There have also been some 20 right of way plans examined and compared, and recorded.

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For the coming season it is intended to carry out practically the same programme of work in the field as last year and have three parties employed on the same class of work and covering the same territory.

JOHN STEWART,
Commissioner and Chief Engineer of Irrigation.

APPENDIX No. 2.

REPORT OF NORMAN M. ROSS, ASSISTANT SUPERINTENDENT OF FORESTRY.

DEPARTMENT OF THE INTERIOR,
OTTAWA, April 3, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry.
Ottawa, Ont.

SIR.—I have the honour to submit my seventh annual report, dating from June 26, 1906.

With the exception of about two months, from December 23, 1906, to March 2, 1907, which time was spent in the office at Ottawa, I have remained at Indian Head conducting the nursery and general tree planting works in the west.

From June until the ground froze up in November, weather conditions were very favourable for tree growth and general nursery work. There was but little rain during the fall, and all new growth had an opportunity to become well matured before winter set in. A heavy fall of snow occurred early in November, which formed a good protection over all the smaller stock and in the new plantations. Throughout the winter the snow fall has been very heavy, and although the weather has been exceptionally severe very little, if any, damage from winter killing is apparent at the present date. Considerable damage has, however, been done by rabbits. This is general throughout the west, judging from reports received from widely separated points. Some men report that their cottonwoods and ash have been very badly cut back and girdled, but the elm is the worst sufferer. In the nursery the cottonwood and ash have not been touched, but the elm is completely cut down, European larch very badly damaged, and the top shoots and terminal buds of Scotch pine nipped off wherever they projected from the snow. The native larch, with the exception of one or two trees, has escaped entirely. Some shrubs, especially *spirea van houttei* and *spirea arguta*, were cut clean to the snow line; *rosa rugosa* bushes were badly nipped and of several fine cut-leaf birch only the stumps remain. As far as the broad leaf varieties are concerned the results are not likely to be serious, but the young conifers will, I am afraid, be very badly misshapen, owing to the loss of the main shoots, and will take some time to recover a good growth. The native white spruce was not touched and the young stock in the transplanting beds was well protected by deep drifts of snow so that it has not suffered.

It is possible, owing to the great amount of snow, that some damage may result from snow break in the various plantations throughout the country, but up to the present we have not had any reports to that effect.

In my last report I have given the names of the inspectors employed during the summer and the districts in which they worked. The reports received from them are as usual very favourable. In Southern Alberta about as far north as Olds, on the

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Edmonton-Calgary line, some injury was done to maples and cottonwoods by winter killing in 1905. This is due no doubt to the effect of the chinook winds which are prevalent in that district, but might also have been caused by cultivation being carried on too late in the fall, thus inducing a late growth which could not mature before the heavy fall frosts. No cultivation should be given among trees after about the middle of August, unless it may be necessary to hoe out a few weeds, which should, under no condition, be allowed to go to seed.

There are to be distributed this spring about 2,000,000 seedlings and cuttings. The varieties as usual will be mostly maple and ash, with a smaller percentage of cottonwood and willow. The percentage of ash will be greatly increased in the plantations for Alberta, the number of maples being reduced as much as possible. The ash in this district has proved exceptionally hardy and is likely to be more satisfactory than maple in the long run.

The number of those receiving trees this year is considerably in excess of last year. I have not at present got the lists from Ottawa, and cannot give the exact figures. The numbers of applications being received both at Ottawa and at the nursery here indicate a very great increase in the interest taken by the settlers generally, and show that this branch of our work is becoming extremely popular. In this case, too, I am unable to give exact figures owing to the fact that these lists are compiled at Ottawa, and have not yet been completed.

PLANTING ON SPRUCE WOODS RESERVE.

As stated in my last report, 17,000 two-year-old Scotch pine seedlings were added to the plantation on Spruce Woods reserve. It is the intention during the coming season to continue this planting, as results obtained up to the present are very encouraging. It is hoped next season and in the future to use considerable numbers of jackpine and native spruce seedlings in this work. Up to the present we have not had facilities for raising these varieties in any quantity, and have also experienced considerable difficulty in securing good seed, especially of the spruce. We find that for the last two years the cones have been infested by a small white caterpillar which destroys numbers of the seeds; consequently a great quantity of cones have to be collected in order to get a very little good seed.

EXHIBITS.

An exhibit was made at the Winnipeg and Brandon fairs in July and August. This exhibit did not differ in any essential respect from those previously prepared for these fairs, and the nature of these exhibits has been fully described in former reports.

NURSERY WORK.

As stated in my last report we had at Indian Head, during the summer of 1906, 36½ acres under nursery crops. The stock on 20½ acres of this was large enough for digging and heeling in for distribution this spring. The following quantities of seedlings were obtained from this area:—

| | |
|----------------------------|------------------|
| Maple, 1 year old. | 586,000 |
| Ash, 2 years old. | 1,022,000 |
| Elm, 2 years old. | 15,000 |
| Total. | <u>1,623,000</u> |

This is approximately 200,000 less than we raised in the previous season, this being due to the almost total failure of a four-acre plot of maple seedlings which

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should have produced in the neighbourhood of 250,000 plants. This plot is well sheltered on all sides but the east. Unfortunately, in the spring, just after the seedlings appeared above ground, we had for several days extremely strong and constant east winds. These driving winds kept the surface soil constantly moving, so that in a very short time the tender leaves of the seedlings were completely cut to pieces. As our stock of maple seed was exhausted it was impossible to reseed this plot. Losses of this nature must, however, be expected. Owing to the sudden changes in temperature in early spring great damage may sometimes be done by late frosts, but the chief danger is to be feared from the frequent and extremely strong winds which always seem prevalent at this time of the year.

Arrangements were made to import from North Dakota 300,000 cottonwood seedlings which were to have been delivered in November. However, only half this number could be procured for fall delivery; the remainder are to be shipped this spring. This will bring the total number of seedlings for distribution up to 1,923,000. About 2,000,000 are required, and willow cuttings will be prepared to make up the necessary total. On well prepared ground we find that there is no difficulty in getting 80 to 95 per cent of willow cuttings to strike, and as the growth is very rapid they are well suited for setting out, in permanent plantations, with the other seedlings distributed.

This spring we give up the use of 17 acres which had so kindly been put at our disposal by the Director of Experimental Farms, for nursery purposes, since 1901. During the coming summer we cannot hope to produce more than about two and a half million seedlings for distribution in 1908, as we have not yet had time to thoroughly put into condition an area more than sufficient for this number. An additional 25 acres will be fit for sowing this fall, so that we shall then have about 75 acres in good condition for nursery purposes. This should permit us to grow on an average three and a half millions annually for distribution. Owing to the difficulty of obtaining labour at certain seasons of the year, and especially the very short time during which digging can be done, it would seem at present that this number will be practically the limit of broad-leaf seedlings that we can expect to produce annually from this nursery.

COLLECTION OF SEED.

Owing to some heavy late frosts in the spring of 1906 the blossoms on maple and ash were so injured that the seed crop of these varieties was a total failure throughout Manitoba and Saskatchewan. Luckily we had on hand a large supply of ash seed picked in the fall of 1905, which was sufficient for our sowing in the fall. Maple seed, however, could be procured only in North Dakota, and it was only possible to obtain 900 pounds from this source. As this will not be much more than sufficient for our own purposes, it will be possible to distribute only a few pounds. During past seasons large quantities of maple and ash seed have been sent out to those applying for it, and from reports received, many farmers have provided themselves with a good stock of young plants grown from this seed.

Elm seed was collected in the Qu'Appelle valley, in June, as stated in last report, a sufficient quantity to sow about 3 acres.

Several bushels of white spruce cones were picked in the Spruce Woods reserve near Sewell, but, as before stated, these cones were so badly infested by a small caterpillar that proportionately only a very small amount of good seed was extracted.

Jackpine cones (*divaricata*) were collected in the Riding mountains by the forest survey party, and forwarded to the nursery, where the seed was extracted during the winter.

Through the kindness of the Japanese Bureau of Forestry, at Tokio, we have been able to obtain a small collection of Japanese trees and shrubs for trial purposes. Other conifer seeds are expected shortly to arrive from Europe. I regret very much that we have again been unable to collect any seed of the native larch.

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CONIFERS.

The results of our nursery work with conifers during the past five years are extremely encouraging. We have now at the nursery, plants ranging from one to five years of age, all grown from seed. The great majority of these are native white spruce, Scotch pine, and native jackpine. Several other varieties being grown on a smaller scale give promise of good results. Among these might be mentioned Colorado spruce (*Picea pungens*) western white pine (*Pinus flexilis*), Norway spruce (*Picea excelsa* var. *septentrionalis*), the seed of which is obtained in Finland, and *Pinus cembra* or Swiss stone pine. All the younger stock has come through the winter exceptionally well, owing to the very heavy covering of snow. Some of the older plants which were not so well covered were damaged by rabbits, but with the exception of some Scotch pine which were, last spring, imported from France, there is no sign of winter killing. These French pines have in some cases been very badly browned by the sun and cold winds, though the buds seem still to be in a healthy state and I do not fear that many will be lost, though at first sight large numbers appear to be dead.

The native larch has again during the past season made a most splendid growth. The European variety, though apparently perfectly hardy, suffers so badly from rabbits that some means of protecting plantations of this variety would have to be devised in order to obtain any good results. It is doubtful whether ordinary wire netting would be of much use, as unless the fence were very high the snow would, early in the winter, drift up so much that the rabbits could easily get over it. To put up a very high fence would mean such an expense that one would not wish to do this except where the plantation was desired for testing or experimental purposes. Such trees as have escaped the rabbits show even a stronger growth than the native variety. We hope this spring to obtain from Europe a supply of seed of the Siberian larch, which is expected to be rather better adapted to the climate of the west than the common European variety.

PERMANENT PLANTATIONS.

All plantations set out since spring, 1904, have made splendid progress. White spruce set in 1904, last season made very strong growth, the new shoots in some instances being at least two feet long. In my last report a description of several new plantations set out in 1906 was given. The five acres of coniferous planting (white spruce and Scotch pine) appear up to present date most successful. Of the broad-leaf plantations set out last spring, the elm in No. 4 (a mixture of elm and ash) has suffered very badly from rabbits. The native white birch in plantation No. 3 (a mixture of Manitoba maple and birch) did not transplant well, nearly 50 per cent dying. This was due no doubt to their poorly developed root system on account of their having been too close together in the seed bed. A very interesting point is shown in this plantation, the value of transplanted and seedling stock. In this plot approximately 1,315 birch seedlings and 500 birch transplants were used. Of the 500 transplants not a single one died and all made very strong growth. Of the seedlings, handled and planted with equal care and on exactly same ground, about 60 per cent succumbed. As we have no ground which can be spared for further permanent planting this spring, we cannot continue along this line at present.

It is hoped, however, that about 25 acres of new land will be prepared for this special purpose and be fit for planting in 1908.

ORNAMENTAL GROUNDS AND SHRUBBERY.

Each season adds to the appearance of the lawns, drives and shrubbery planting. The main drive, which is about 500 yards in length, has been thickly planted on

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either side with various kinds of hardy, ornamental shrubs set in irregular groups with an occasional tree here and there. The belt of shrubs extends on either side of the drive to a depth of from 18 to 50 feet and is bounded by a few rows of trees for shelter purposes. The principal varieties of shrubs are lilacs, Tartarian honeysuckle, Ginnalian maple, *rosa rugosa*, red twigged dogwood and some varieties of spiraeas. With the exception of the Ginnalian maples, these are all flowering shrubs. The different varieties have been planted in masses or groups in order that during the blooming season the best effects may be obtained. In the neighbourhood of the buildings and around the lawns herbaceous perennials and annuals are used extensively in the borders. The number of visitors to the nursery is increasing very rapidly, and no pains should be spared within reasonable limits to make this portion of the grounds as attractive as possible, if only to demonstrate to new comers in the west what may be expected in this country as a result of proper methods of cultivation and the selection of suitable varieties.

PLOUGHING AND FARM WORK.

In addition to the work entailed in looking after the general nursery crops, there were raised on the nursery over 2,000 bushels of oats, 200 bushels of barley, and about 20 tons of rye grass hay. A considerable quantity of the oats has been disposed of for seed grain, as the whole crop is not required for our own feed. During the winter the horses are fed only on oat straw with a small quantity of grain, and considerable straw is required for bedding throughout the year. This is one of the reasons for growing more oats than we actually require for our own use; another, and the principal one, is that in order to fit the ground for nursery purposes it is a great advantage to raise a grain crop on the land after it is freshly broken. During the season of 1906, 20 acres of ground were ploughed as summerfallow and 30 acres broken, backset and thoroughly disced and harrowed. In the fall 10 acres of the summerfallow was sown to ash seed marked off into one-acre plots, and caragana seed sown to provide permanent hedges to shelter the plots and mark their boundaries.

BUILDINGS.

Owing to the increase of the work and the lack of accommodation for the required number of labourers, it was found necessary to erect another house for this purpose on the nursery. Work was commenced on the building in October, which was completed during the winter, and is now being occupied by the men. We now have comfortable accommodation for about 18 men. Though not more than eight or nine are regularly employed during summer, the extra work in the spring and fall necessitates the employment of many temporary hands, whom in the past we have found it very difficult to obtain when accommodation could not be provided for them.

Owing to the addition to the nursery of an adjoining 160 acres, an extra team of horses had to be purchased, which made necessary a small addition to the present stable. This is now under construction and will be completed before the spring work commences.

When our work was first started in 1902 a small building used as a packing house was built on the experimental farm. This building will have to be moved up to 'the nursery' during the coming summer, and should be considerably enlarged, as it is now far too small for our present distribution work.

ADDITION TO NURSERY.

The quarter-section adjoining the original 160 acres on the west side was added during the past season to the nursery. This land is still prairie: it is comparatively rough, is rather lighter in soil than most land in the district, and in places there are

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good natural bluffs of aspen, with a general strong growth of wolf willow over the greater portion. This scrub will require cutting out before breaking can be done, but the general character of the soil is very suitable for tree growth. The ground is far too rough to be of value for nursery crops, so it is intended to use it altogether for setting out comparatively large demonstration plantations and raising our grain and hay crops. It is proposed to break up and backset 50 acres this summer, 25 of this to be ploughed a third time, and if possible put in shape for planting in the spring of 1908. An attempt will be made to collect this spring about 30,000 native larch seedlings, which will be transplanted in the nursery and set out permanently in about a ten-acre plantation on this new ground in 1908. Large plantations of white spruce and native jackpine will be set out at the earliest opportunity, and considerable planting of rapid growing broad-leaf varieties, such as willow and cottonwood, will be done, with a special view to demonstrating the practicability of raising fuel quickly. Results from plantations of this nature should prove of great value to the west generally, as at present it is not possible to obtain any reliable data regarding the growth of trees under cultivation for economic purposes. This we find to be a great handicap when trying to persuade some men to plant for direct returns, as, without actual facts and figures, it is difficult to convince a person, who has had but little experience with trees in this country, that such work would be very profitable.

MACHINE FOR SOWING MAPLE AND ASH SEED.

Since 1901 all our seed has been sown by hand, and as each year the number of acres to be sown has increased different methods for doing this work have necessarily been evolved. When only a small area was required drills were made with a Warren hoe and the seed scattered in the drill, which was finally leveled over with a rake. This necessitates a line being stretched for each drill, and was an extremely slow process. Such a method with three or four acres to sow within a few days becomes out of the question. A plough was then tried for making the drills. This somewhat hastened the operation, but a large gang was required to keep up with the team and cover over the seed before the ground dried out or the seed was blown out of the furrows. The plough was discarded, as this buried the seed too deeply.

Finally we adopted a method of marking out drills with an ordinary single horse scuffler, only the two back teeth being used with large shoes, the teeth being spread apart to about 30 inches. The seed was dropped as evenly as possible and another single horse strawberry cultivator was used for covering in the seed. By thoroughly flailing the seed in bags during winter and rubbing it through sieves of about $\frac{3}{8}$ of an inch mesh all the wings were taken off, and it was found that a man could drop the seed very fast and very evenly in calm weather. We find that with this method four men (two driving the scufflers and two dropping seed) were able to sow as much as four acres a day, making the drills 20 to 30 inches apart. On windy days, however, it was impossible to make any headway there. Where strong winds are so prevalent, there are often weeks at a time when it would be out of the question to sow in this manner. When twenty or thirty acres have to be sown before a certain date in the spring, sowing by hand entails too much risk. There seemed to be no reason why, after the seed had been well cleaned and separated from the stalks a machine could not be found which could do the work even in windy weather. A machine has been obtained from the Massey Harris Co., which after considerable difficulty has been so arranged that from all appearances and from tests made in the shop, it should do very satisfactory work. This seeder will sow three drills at a time 30 inches apart, and is worked on the same principle as the grain drill. The seed can be put at any depth, and attachments are provided for covering in the drills. It is to be hoped that the seeder will turn out to be satisfactory when put to the actual test, as with it 8 to 10 acres per day should be sown, using only one man and two horses. There should also be a great advantage in having the seed dropped more evenly and covered more uni-

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formly. The possibility of regulating the furrows without difficulty is a point of great importance.

During the past winter there was great suffering caused, owing to the scarcity of coal and the practical impossibility of obtaining wood at any price in many districts. A similar state of things is likely to occur again at any time in the future. Such an experience should convince all far-seeing settlers as to the advantage of growing their own fuel. That this can be done, within a very few years and at a considerable financial profit in almost any part of the west, is undoubtedly a fact. As large areas can be planted and cared for at a proportionately less cost than very small plantations, it would seem that something should be done along this line, either by the rural municipalities or the government. In many parts of Europe there are communal or municipal forests. These are operated by the municipalities, usually under the direction of the state, and the resulting profits are used for ordinary municipal expenses. In many cases the revenues are so large that taxation is not necessary to keep up municipal work. It would seem a reasonable proposition, in this country, that in regions where natural wood supplies cannot be obtained except at great expense the municipalities, probably with the co-operation of the government, should obtain considerable areas and plant these up with such trees as would seem most profitable. The original cost of planting, &c., could be largely met by first growing on the land a crop of grain. If a section in each district could be obtained for this purpose, supposing 100 acres were planted each spring for six years, a portion of the remainder could be utilized for cropping and 100 acres summer-fallowed every summer to be ready for the next spring's planting, until the whole area was stocked. In from seven to ten years a certain amount of fuel could no doubt be obtained, the quantity and value increasing annually with the age of the plantation. Such a plantation would very soon become self-supporting from sales of wood and would undoubtedly return a substantial profit in later years. With municipal wood lots of this nature throughout the country little fear need be entertained as to a repetition of last winter's experiences. I make this suggestion in the hope that some method may be considered for at least testing the practicability of this proposition. The necessity for something of the sort is very evident, and the great advantages which would result to the country generally would seem to warrant the government in very materially assisting any municipality that would be willing to co-operate in this work; perhaps even, in order to encourage the work, it could establish these wood lots, and after they had become remunerative they might be turned over to the control of the municipalities.

Your obedient servant,

NORMAN M. ROSS,

Assistant Superintendent.

APPENDIX No. 3.

REPORT OF HUGO CLAUGHTON-WALLIN.

DEPARTMENT OF THE INTERIOR,

OTTAWA, March 31, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit herewith my annual report of work carried on under directions from the Forestry Branch.

At the beginning of the fiscal year I was conducting a forest valuation survey in the Riding Mountain Forest reserve, with the assistance of seven students in forestry.

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In the year 1905 similar work had been carried on in the Turtle Mountain and Moose Mountain reserves under the supervision of Mr. R. D. Craig. The method followed this year was the same as the previous season, and as described by Mr. Craig in his last report. A valuation survey was made of the following townships: townships 23, ranges 19, 20 and 21; townships 22, ranges 20 and 21; townships 21, ranges 20 and 21; townships 20, ranges 19, 20 and 21; townships 19, ranges 18, 19 and 20. The following townships were partly surveyed: township 22, range 19; township 21, range 19; township 20, range 18; and township 19, range 17.

Here as well as in the other Manitoba timber reserves fire has caused considerable damage. Of the townships mentioned above the best timber is found on townships 23, ranges 19 and 21; townships 22, ranges 19 and 21; and township 21, range 19. Some good timber is to be seen in township 23, range 20, and townships 20, ranges 18 and 19; but with this exception the ground gone over was found either almost entirely devoid of mature timber and generally covered with good five to twenty year old reproduction of aspen and balm, or very open and prairie like, with scattered smaller bluffs of green timber, as specially in the country south and west of Clear lake.

The coniferous trees found in the reserve are white and black spruce, larch, jack-pine and some balsam.

The deciduous trees are represented by aspen, balm, birch, Manitoba maple, oak, ash and elm. The last four varieties are found chiefly on the north and east slopes of the mountain.

The prevailing forest consists of aspen and balm in a broken stand, with small groves of spruce and scattered birch. Large muskegs of larch and black spruce are numerous near the height of land. Jackpine is found northeast and southeast of Clear lake. Fire has, however, done much damage there. The reproduction is excellent in places.

The injuries done by insects to the timber are not very important. I quote the following extracts from the notes of Mr. Jas. R. Dickson, of the University of Michigan, who was the entomologist of the party:—

‘The spruce is sometimes attacked by the destructive bark beetle (*dendroctonus rufipennis*). At the present time no considerable damage has been caused by this borer, but there is always a danger of it causing widespread injury. The spruce gall louse is abundant at Clearwater lake, where it gives the spruce a very ragged appearance, attacking and killing the lower branches first and thus making conditions most favourable for the rapid spread of a fire. The shield-bearing spruce borer is very commonly found in the fallen or dying timber. North of Clear lake the larva of a species of *retinia* was found attacking the young spruce cones, destroying the seeds. The jackpine has many insect parasites. Among them may be mentioned a *pissodes* larva which kills back the leaders in the young reproduction. On the bark is the pine louse (*chermes pinicorticus*) and the cones are sometimes ruined by the weevil *dryocactis*.

‘Probably the worst insect enemy of the aspen in the Riding mountains is the spotted cottonwood beetle (*lina lapponica*). The striped variety (*lina scripta*) was also captured. The dark, spiny larva of these beetles are defoliators, and when numerous soon skeletonize the leaves over a considerable area.

‘The ants, birds and predaceous beetles are, however, holding the destructive insects well in check, and the entire insect damage is a mere bagatelle when compared to the losses by either fire or fungi.’

The trees in the Riding mountains that seem to suffer most from the fungi are aspen and balm. Stands of them are found where scarcely a tree is not affected by these pests, chiefly *polyporus igniarius*. Wherever we find any of these hoof-shaped brackets in a tree it is a sure sign that the fungus has gained access to the tree and is destroying the wood. Settlers should be directed to do their cutting in these affected stands, as the only method of checking the disease is to remove the affected trees.

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The coniferous trees are in a healthier condition, though quite a few fungi-affected specimens are found on the reserve.

Game is quite plentiful. Moose and elk were often seen by members of the forest valuation party. There is no doubt, however, that their number is decreasing, as during the open season the mountain is a regular play ground for all kinds of hunters and would-be hunters, who, according to their own tales, are not very particular about sex or number of slaughtered animals; and there are many squatters who, during the closed season, would not let a possible chance of a shot at an elk pass. Tracks of bears were seen now and then. Beavers were found at work at Lake Audy and the Whirlpool river. The bird family is well represented.

The survey work for the summer was closed on the last day of September. In October I was occupied with the locating of squatters on the Riding Mountain reserve. I found about fifty families, mostly French half-breeds and Galicians. The former are scattered around Clear lake, where they have fair buildings but very little land under cultivation. The Galicians are principally in the western part of the mountain. It is a pity that these people have been allowed to settle on the reserve, as there is no doubt that they are and will be the cause of many a destructive fire. Every year there are some new families moving within the boundary of the reserve. A special report in regard to the squatters and their improvements has been made, to which I would refer you for further information.

At the end of October I returned to Ottawa, and have during the winter been occupied with working up the data secured during the summer. If it be my privilege to continue the work in the Riding Mountain reserve next summer I hope to be able in my next report to give a full account of the amount of timber, the rate of growth of the different species, the quantity of wood that could be cut yearly, &c. Volume tables will be constructed.

I have the honour to be, sir,

Your obedient servant,

HUGO CLAUGHTON-WALLIN.

APPENDIX No. 4.

REPORT OF A. H. D. ROSS, M.A., M.F., TECHNICAL ASSISTANT.

OTTAWA, ONT., April 1, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit the following brief report of my work subsequent to September 14, 1906. From that date I continued my work of inspecting the tree plantations established by the co-operation of the Forestry Branch with settlers in Northern Manitoba, and along the Yorkton branch of the Canadian Pacific Railway in Saskatchewan as far as Foam lake.

In most instances I found the trees well cared for, and that the growth was excellent. In some quarters there is a prejudice against the green ash because of its slow growth at first and its liability to injury from rabbits, but most planters are now convinced that it is an excellent tree to mix with the faster growing Manitoba maple or boxelder, willow and cottonwood, which give the desired ground cover to prevent evaporation, and at the same time break the force of the severe gales which blow across the prairie for days at a time.

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From October 4 to 25, I inspected plantations in the Maple Creek region in Saskatchewan, and the Medicine Hat, Gleichen and Calgary districts in Alberta. Here I found that the cottonwood, green ash and willow have done best, the Manitoba maple or boxelder being generally killed back by frosts following the warm chinook winds.

On October 26 I left Calgary for Ottawa, arriving here on the 31st. During the winter I have been engaged in the office preparing the lists of applicants to receive trees the coming season; drawing plans showing how the trees sent out should be mixed to get the best results; helping in answering of inquiries of various kinds; the drawing of curves showing the height and diameter of growth of spruce and larch in the Riding Mountain reserve, and other routine work.

Your obedient servant,

A. H. D. ROSS.

APPENDIX No. 5.

REPORT OF F. W. H. JACOMBE, M.A., M.F., TECHNICAL ASSISTANT.

OTTAWA, ONT., April 11, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to present my report for the period extending from September 8, 1906, to March 31, 1907.

During the remainder of the month of September, 1906, I continued my work of inspecting the plantations along the Soo line. Most of these I found to be in good condition, in spite of the very dry weather during the summer, and well cared for. Cottonwoods planted in the spring of 1904 had, in a number of instances, attained a height of eight feet or thereabouts. The inspection of this line was finished by the end of September.

Since December 1 I have assisted in the office work of the branch at Ottawa, my work having consisted of drawing plans for new applicants planting trees this spring for the first time, making out distribution lists and performing other routine work in this connection.

I have the honour to be, sir,

Your obedient servant,

F. W. H. JACOMBE, M.A., M.F.

APPENDIX No. 6.

REPORT OF A. P. STEVENSON.

DEPARTMENT OF THE INTERIOR.

OTTAWA, ONT., April 1, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit the following brief report on the work done by me as tree planting inspector in connection with the work carried on in this province by the Forestry Branch of the Department of the Interior.

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Early in June, 1906, I went to Winnipeg to meet Mr. N. M. Ross, Assistant Superintendent of Forestry, to arrange inspection work in Manitoba for the summer. Two men were expected from the Yale Forest School, Mr. Ross and Mr. Jacombe, to take part in inspection work. On June 21 these men arrived in Morden, where I met them, and in a few days they began on the work of inspection.

Mr. Jacombe began work at St. Claud on the Glenboro branch of the Canadian Pacific Railway, working westward to Estevan, in Saskatchewan; Mr. Ross working along the main line of the Canadian Pacific Railway and its northern tributaries in Manitoba.

The district covered by myself was the Red River valley and westward to Boissevain, also the main line of the Canadian Northern Railway, from Winnipeg westward to Warman, Saskatchewan. This is a new district, both as regards settlement and applications for trees to the Forestry Branch. The majority of the settlers are from the United States, and all thoroughly appreciate the benefits of a properly planted and laid out shelter belt. This is evidenced by the fact that 99 per cent of applicants for trees are only two years settled on their land. With them trees are just as essential to life on the plains as are buildings, and as a result only expressions of satisfaction are heard with the broad-minded policy of the Forestry Branch in assisting them with advice and planting material. Of the trees set out in the spring of 1906, 95 per cent were alive in the fall. The spring was a favourable one for tree planting, and the young trees, on account of the careful supervision in packing and shipping, arrived at their destination in first-class condition.

It was noticed that the ash tree is giving splendid satisfaction, where grown with boxelder or elm. Planted four feet apart, each way the growth is very satisfactory. The Russian willow and cottonwood are showing up very prominently, being among our most rapid growers. The latter are great favourites with the American settlers, who are delighted to find the well-known tree will succeed so well with them in this country. The groves planted out in 1901 and 1902 under the co-operative scheme are now in many cases fine plantations, and in some districts are changing greatly the appearance of the landscape, the dull monotony of the plain giving place to nice bluffs of trees. It is also noticed that the interest in fruit growing is increasing on account of the farmers having these windbreaks. A demand is also arising for ornamental trees and shrubs and perennial flowers, which without the shelter belts would never have been heard of. During the summer of 1906 on various occasions trees in plantations set out under Forestry Branch supervision were measured and a height of 18 feet 4 inches recorded. This gives a fine object lesson of what can be accomplished in tree planting on the prairie, when the proper conditions are given as to planting, care, cultivation and right varieties.

Your obedient servant,

A. P. STEVENSON.

APPENDIX No. 7.

REPORT OF JOHN CALDWELL.

VIRDEN, MANITOBA, April 1, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I beg to submit to you my report for the summer of 1906.

I began work June 18, and finished November 15. The territory given to me was the Kirkella line to Neudorf, the main Canadian Pacific Railway line from the Manitoba boundary to Regina, and the Arcola line back to Manitoba.

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The great bulk of this territory is wide, open prairie, and farmers are taking an ever increasing interest in the planting of shelter belts and windbreaks. Probably 85 per cent of all trees planted to date are doing well, which I consider quite satisfactory. A few years of this work under good supervision will add greatly to the appearance of the country and to the comfort of the homes.

About 75 per cent of the plantations in my district are made up of maple, ash and cottonwood, the remaining 25 per cent of elm, willows and Russian poplars. The demand of course is for fast growers. The elm and ash are a little slow, but still they are perfectly hardy and in the end will make by far the best and most durable trees, and in order to give the plantations a more permanent character we must insist on a fair proportion of these hardwood trees.

Very few willows or poplar have been sent out for four years, and while I am not in favour of many poplar I would like some. I have fifteen years' experience with willows in Manitoba and they are growing much in favour with me. They are extremely hardy and fast growers, they leaf early and hold the foliage late, and are likely to live a fair age.

The cost of growing willow cuttings in large quantities is about 75 cents per 1,000, although I would rather send them out rooted. The cost then would be about the same as cottonwoods from Dakota. A farmer, when once started with willows, could easily propagate from his own trees. I class the willows among our most useful trees.

Farmers are nearly always glad to see the government tree man come around, and they greatly appreciate the good advice tendered. No doubt, this past unusually severe winter, with a coal shortage, has caused many a farmer to wish he had a twelve or fifteen year old bluff back of his buildings. It would certainly have given him less cause for anxiety.

The question of whether trees can be grown on these western prairies is a question no longer, as we have splendid examples all over the country. Probably the most important feature with the inspector is to give the farmer to understand the importance of having the land in a good state of cultivation before he plants, and the necessity of good, clean cultivation afterwards. I am not in favour of handling trees too large. A first-class one-year-old maple is better than a first-class two-year-old; the expense of handling and shipping is less, the work for the farmer is less, which means a good deal in a busy time, and the younger tree is likely to take a hold more quickly and to make the best tree.

The best distances I still think 4 feet x 4 feet, or 3 feet x 5 feet, and we should always be careful and prevent breaks being planted too close to the buildings, as that is a mistake so often made. I find a good many farmers wanting more than they can properly look after; it is far better to take less and get more again. North of Moose mountain and along the Kirkella line there are large settlements of foreigners who know very little of the tree planting work. These people are mostly very industrious and progressive and producing a great deal of wealth. They are there to stay, and means should be adopted to let them know. They are generally fond of tree planting, and would more than likely take good care of trees given to them in this way.

Large farmers who are extensively into wheat growing are not so interested in tree growing as they should be; they are too busy making money. Among the farmers on the quarter and half-sections is where we are most appreciated and where we can do most good.

The planting of trees for fuel and fencing purposes has not received much attention as yet, but for shade and shelter nearly every man who intends living in the country is only too glad to avail himself of the opportunity of getting trees and advice in this way.

The Canadian Northern Railway and Grand Trunk Pacific expected to run from Brandon to Regina, will open up a large tract of new country, and for some years to

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come I expect a heavy demand for trees from southeastern Saskatchewan. I had the pleasure of visiting the Forest Nursery at Indian Head twice this summer and was gratified to see the wonderful improvement and the large quantities of good stock growing, under the charge of Mr. Ross. The growing of large blocks of healthy young trees is of great importance in connection with this work.

I find the general public very much in favour of this tree planting among the farmers. They know that in agriculture lies our sure foundation, and work of this kind, which adds so much value to the farms and gives the whole country so much more of a prosperous and comfortable appearance, is time and money very well spent.

With the country filling up so rapidly we are sure of a heavily increased demand. We know how dreary and desolate a new country looks, and one of the first desires expressed is for shade and shelter, and for years to come we should feel it our duty and pleasure to fully meet this demand with every possible encouragement.

Your obedient servant.

JOHN CALDWELL.

APPENDIX No. 8.

REPORT OF JAMES LEAMY, CROWN TIMBER AGENT.

NEW WESTMINSTER, B.C., May 20, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I beg to acknowledge the receipt of yours of March 27, last, asking me to forward as soon as possible my annual report in regard to the fire ranging service in the Dominion Railway Belt in British Columbia.

In compliance therewith I beg to submit the following short report:—

I have very little to add to my report of September 17, 1906, except to state that all the fires mentioned in that report were completely put down and very little damage resulted, if any, therefrom. The accounts in connection with last year's fire ranging system have been duly sent forward to your department. This season, about the latter part of April, the country being very dry, numerous fires have occurred, doing considerable damage, and I am informed that a quantity of saw-logs on skidways were burned on a limit owned by the Bowman Lumber Company on the east bank of the Columbia river, below Revelstoke. The matter was promptly attended to by Fire Ranger McRae. The last report from him is to the effect that fires are still burning, but are held in check. As the rain began here yesterday I have no doubt that the condition along the Columbia river will be bettered.

In this lower district several fires have occurred along the settled lands, but only in one instance have they extended into the timber, that is near Pitt lake, but we have had a very heavy rain within the last day or so, and those fires are extinguished.

I would respectfully suggest that I be allowed to employ more fire rangers, in order to prevent the occurrence of fires. During the last winter a severe sleet and snow storm occurred which broke down all the young timber, alder, &c., and has covered the ground in a great many places with a very heavy mat of this timber, and if fires occurred it would certainly prove very disastrous, and we cannot exercise too much vigilance in looking after them.

There has been some slight change made in the Fire Act in British Columbia, particularly regarding the locomotive engines and logging engines, which, if carried

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into effect will prevent a number of fires. I have a complaint to make against the Great Northern Railway Company. Their locomotives, owing to defective fire screens, have thrown sparks and caused numerous fires; in fact they are a menace to any country they pass through.

I may add that men are very scarce and are asking from \$3 to \$3.50 per day for their work. There is a great scarcity of labour in the country.

The rangers working so far are: Mr. Cameron Fisher, of Golden; Mr. Frank Ashdown, of Golden. I have divided that district in two, as it was much too large for one man to look after, and both will have their headquarters in Golden, but working in opposite directions. Mr. Alex. McRae, of Revelstoke; Mr. J. D. McGuire, of Salmon Arm; Mr. Angus McGillivray, of Ashcroft; Mr. Murdock Martyn, of New Westminster; Mr. F. W. Hughes, of Mission City; Mr. M. G. Fadden, of Upper Sumas; Mr. John Ball, of Abbotsford, and Mr. Neil W. Johnson, of Elgin.

Your obedient servant,

JAMES LEAMY,

Crown Timber Agent.

APPENDIX No. 9.

REPORT OF C. A. WALKINSHAW, FOREST RANGER.

BOISSELVAIN, MANITOBA, March 31, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I beg to submit to you my report of the work done in the Turtle Mountain timber reserve during the past year.

During the month of April and part of May the weather was very dry. Mr. Hamilton, my assistant, and I were kept very busy fighting fires. They were so numerous along the international boundary that I found it necessary to call out assistance to prevent them coming across into the reserve. One did come across at the western part of the reserve, between ranges twenty and twenty-two. While we were fighting this fire, I saw another near the boundary in range twenty, and going in the direction of the forest ranger's house and stable. I took assistance, and by the time we got there it was across the boundary, but fortunately the wind changed around and blew it back into Dakota. That night I counted fifteen big fires burning along the boundary. They made a good fire guard for us. I drove across the line and remonstrated with the settlers about their carelessness in setting out fire, but they only laughed at me. If the wind had not changed when it did the fire would have made terrible havoc in the reserve. When all danger from fire was past I planted two hundred young Scotch pine, sent me from the Experimental Farm at Indian Head, to see how they would do in Turtle mountain. Nearly 90 per cent of them grew and looked healthy when the snow came last fall. Mr. Hamilton and I made a good road through the reserve from the northern part of section thirty-three, township one, range twenty, to section nine, township one, range twenty, where the forest ranger's house is situated. When we got this road finished we patrolled the reserve, guarding against fire, and I am happy to say there was not a spark in the reserve all fall. I may say there was very little wood cut in the reserve this winter, as no person was allowed to cut green wood, and the snow being so deep, it was hard work getting dry stuff. A

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great many farmers who in other years hauled their wood from the reserve, bought coal or bought their wood from private parties who have wood lots in township two.

I am, sir,

Your obedient servant,

C. A. WALKINSHAW.

Forest Ranger.

APPENDIX No. 10.

REPORT OF JOHN RUTHERFORD, FOREST RANGER.

CARLYLE, SASKATCHEWAN, April 18, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to forward you the following report of affairs in the Moose Mountain timber reserve.

The growth of young timber has increased greatly of late years. Practically speaking there is no standing dry timber, owing to severe wind storms. There is a considerable amount of lying half-green timber. I would strongly recommend the opening of a road through the centre of the timber reserve, running from Fish lake to the western boundary of the reserve.

I am, sir,

Your obedient servant,

JOHN RUTHERFORD.

Forest Ranger.

APPENDIX No. 11.

REPORT BY E. STEWART, SUPERINTENDENT OF FORESTRY, OF A TRIP DOWN THE MACKENZIE AND UP THE YUKON RIVERS IN THE YEAR 1906.

OTTAWA, November 16, 1907.

The Honourable FRANK OLIVER,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report on a visit made by me under your instructions during the past season to a portion of our far northern regions within the area drained by the Mackenzie and Yukon rivers. The route taken was down the Athabaska, Slave and Mackenzie rivers, crossing on the way Athabaska and Great Slave lakes, to the delta of the Mackenzie; thence across the mountains to the Bell and Porcupine rivers; down these streams to the junction of the latter with the

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Yukon; and returning up the Yukon to Whitehorse, passing Dawson on the way; from Whitehorse to Skagway by rail, and thence to Vancouver by steamer.

The primary object of the trip was to gain information regarding the timber resources of that part of the Dominion, but note was also taken of the character of the soil and of the minerals, fish and game of the country.

PREFACE.

Having decided on the route to be taken, I communicated with Mr. C. C. Chipman, Commissioner of the Hudson's Bay Company, to whom I had been indebted for great assistance in a former journey to the Peace river, and received from him letters of introduction to certain officers of the company, which served as a passport that only had to be presented to insure not only ordinary attention, but all the hospitality that could be afforded in the country.

Mr. Thomas Anderson, Chief Inspector for the Northern or Mackenzie River district, accompanied the transports all the way down to Fort McPherson, and did everything possible to assist me. I am also indebted to the Royal Northwest Mounted Police for their hospitality in a country where hospitality means so much.

FROM EDMONTON TO ATHABASKA LANDING, 96 MILES.

After making what arrangements seemed necessary for the journey, I left Edmonton on June 3, 1906, for Athabaska Landing.

For the first twenty-five miles the road passes through a splendid agricultural country, which is well settled to the crossing of the Sturgeon river. After that the soil becomes lighter, and from there on to 'The Landing' it varies from what might be called second-class land to light sand covered with jackpine. This is along the trail, but I am informed that many tracts of good land exist at different points both to the east and west of the trail. This seems reasonable to expect, as the trail follows the ridges, which are more likely to be sandy than the lower lying land. Much of this second-class land is well adapted for grazing, there being a good growth of grasses and pea vine. On this portion of the route there is very little timber of special value, though the jackpine will be useful for railway ties, posts, &c.

We reached Athabaska Landing at noon on the 5th, taking about two days and a half to make the trip.

The weather was warm and at times sultry, culminating in a heavy shower of rain on the second day out. This was much needed for the grain, and also to quench the forest fires, which were becoming numerous.

FROM ATHABASKA LANDING TO GRAND RAPIDS, 165 MILES.

At 'The Landing,' which is on a southerly bend of the Athabaska, we learned that the steamer on which we were to take passage would not leave for a few days.

On the afternoon of Friday, June 8, our steamer *The Midnight Sun*, towing several scows all laden with supplies for the northern posts, let loose from the shore, and, assisted by the swift current so characteristic of those northern rivers, was soon hurrying down stream at the rate of ten or twelve miles per hour.

I shall copy pretty freely from notes taken on my trip, and the table of distances herewith copied from one in the Hudson's Bay Company's post at 'The Landing' will assist the reader in following the narration. I am informed that these distances are practically correct, as Mr. Wm. Ogilvie, D.L.S., made a micrometer survey of the route some years ago.

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| From Athabaska Landing to | Distance in Miles. |
|--|--------------------|
| Pelican Rapids. | 120 |
| Grand Rapids. | 165 |
| Fort McMurray. | 252 |
| Chippewyan. | 437 |
| Smith's Landing. | 539 |
| Fort Smith. | 555 |
| Fort Resolution. | 749 |
| Hay River. | 819 |
| Fort Providence. | 917 |
| Fort Simpson. | 1,078 |
| Fort Wrigley. | 1,214 |
| Fort Norman. | 1,398 |
| Fort Good Hope. | 1,572 |
| Peel's River (Fort McPherson). | 1,854 |

The Midnight Sun is a flat-bottomed craft 120 feet long by 20 feet beam, and draws, when loaded, about 2 feet 6 inches. Her cargo, as well as that of the scows, contained almost every article that could be found in a departmental store—flour, bacon, tea, sugar, canned goods, powder, shot, guns, cartridges, blankets, clothing, kettles, axes—in fact everything that goes to make life even endurable in those isolated regions.

On board were several passengers; half-breeds going to different points; a party of four young white men, on their way to Fort McMurray, to resume work started last year in boring for oil there; a lady worker at the Anglican Mission at Hay river; a young clergyman of the same church on his way to Fort Norman at the junction of the Great Bear and Mackenzie rivers; a Mr. Steffensson, going to Fort McPherson and thence north to the Arctic sea to join the Anglo-American Polar Expedition; and a mounted policeman also bound for Fort McPherson, to join a detachment of the force there.

We passed the mouth of Lac La Biche river, which is about 40 miles down from 'The Landing,' and tied up for the night at the mouth of Calling river, at 7 p.m., having made 50 miles on our journey.

The country along the banks from 'The Landing' down for some 40 miles has suffered very much from fires. Below this point less damage has been done to the timber, which consists of poplar, birch, spruce, balsam, &c., the spruce being mostly along the river and its tributary streams. It is generally rather too small for lumber, though some belts contain trees of a sufficient size for that purpose.

The appearance from the steamer would indicate that generally the timber is of second growth. The spruce seems to be overtaking the poplar and will supplant it in time. This timber is well worth preserving from fire. The country is undulating, not generally rocky, and the soil of a fair quality. Mr. Prudens says he raises as good wheat at Calling river as can be produced anywhere on the prairie.

The Athabaska is here about 60 rods wide, the current at this time about 3½ miles per hour, and the water of a yellow colour. The land rises gradually back from the river to a height of from 200 to 400 feet.

On Saturday, June 9, we started from Calling river at 8 a.m., and at 4 p.m. tied up at the upper end of Pelican rapids, having now made 120 miles from our starting point.

Near the water's edge on the north side of the Athabaska and at the upper end of Pelican rapids the Dominion government sunk a well two or three years ago. At a depth of some 837 feet, the last 87 feet being through tar sands, gas was struck, which prevented further sinking. From this well a strong current of gas and water issues. The gas was on fire at the time of our visit. The flame was about 15 feet high above

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the pipe, and the noise could be heard for perhaps a half mile distant. When first struck it could be heard several miles, and the flame was much larger.

The Dominion government, in prospecting for oil a few years ago, also put down a hole at Victoria, Alberta, hoping to strike oil on reaching the tar sands at an estimated depth of 2,100 feet. At 1,840 feet the casing became wedged and the work was stopped. Another attempt was made at Athabaska landing, with a similar result, the casing becoming wedged at 1,770 feet, within 30 feet of the calculated depth of the tar sands, where oil probably exists in considerable quantities. These tar sands will be referred to later on.

The timber is still poplar and birch, with some belts of spruce of rather small size. Very little exposure of rock along the banks has so far been seen.

At 1.15 p.m., on Monday, June 11, the steamer left the upper end of the rapids and ran down stream for three-quarters of an hour, when our pilot ordered another stop, as the wind was strong after us and he feared an accident in the rapids. Four of the scows that we had been towing were, however, sent on ahead.

At 5 a.m. on Tuesday, June 12, we started again, but in less than an hour had to tie up to repair the steamer. A stone had been stove through the planking at the bottom. We started again at 9.30 a.m., and reached House River rapid at 12.45 p.m., and tied up again. The water is too low at present for our boat.

The country is fairly well wooded in this part with poplar, birch and some spruce, but so far no great quantity of the latter of good quality has been seen. The soil is generally a clay loam, with sand on some of the hills, but on the whole I am fully persuaded it will yet be settled and found productive.

On Saturday, June 16, after four weary days of waiting, the steamer moved down the river about 6 miles to a point about 4 miles above Grand rapids. During this time she had been nearly emptied of her cargo by the scows, and this permitted her to pass through the shallow water. The fact is, this part of the Athabaska is scarcely navigable for steamers, except for a very short time in summer, when the mountain water is in flood.

Another delay of five long days, each one nearly twenty-four hours in length, occurred during which the steamer lay tied up to the bank above Grand rapids.

The days are not only long, but the weather is getting hot, 90 degrees in the shade being quite frequent, and the mosquitos are plentiful and quite as industrious as those in more southern latitudes.

These delays enabled me to see something of the country a little back from the river. I found it to vary considerably at different places. In some districts the soil was too light for agriculture, while in other parts there were stretches, of apparently considerable extent, of very fair land.

Regarding the timber a similar diversity exists. On the light, poor soil is generally found the jack or banksian pine, while on the heavier land the spruce and poplar are seen, provided in both cases the ubiquitous forest fire has not swept the country.

Our 'tie up' above Grand rapids was rendered more than sad by the death of a young Englishman on board named Herbert Bray. He was engaged as cook before leaving Athabaska landing, but a couple of days after starting he took seriously ill, and at 9.30 p.m., on June 20, expired. It was impossible to obtain any medical assistance, and any of the remedies obtainable seemed to do little good. He got worse and worse, suffering very much from vomiting till the end came. What was the trouble, or whether his life could have been saved under other circumstances, it is impossible to say. Perhaps it was a case of appendicitis, which does not always yield to medical treatment even in expert hands. We buried his remains the following day on the right bank of the river. I carved his name and date of death on a poplar tree nearby, and Mr. Steffansson made a lobster of a spruce tree farther up the bank.

On Thursday, June 21, at 8.30 p.m., we left *The Midnight Sun* without regret, going in scows down the river to an island immediately at the head of the rapids. A tramway across this island for a distance of about a quarter of a mile is used for

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transporting the goods to a point below the roughest part of the rapids, where they are again loaded into scows and taken in this way to Fort McMurray, 87 miles down stream, over a portion of the river that is altogether too rough for a steamer of any kind. It was nearly midnight when we got our tents up on the bank beside an eddy below the rapids. I would estimate the descent of the river in these rapids to be about 50 feet. The banks here rise in terraces on each side of the river to a height of perhaps 300 or 400 feet. The country in the neighbourhood of these rapids has been burned over, and the land is rather too light for agricultural purposes.

The rock formation is sandstone, and along the banks for a considerable distance are found spherical stones in large quantities, some half imbedded in the rocky banks and others lying in great numbers along the beach. They vary in size from a couple of feet to eight or ten in diameter, and when seen partly imbedded in the bank they give the impression of having been fired into a wall by some giant mortar when the elements were at war with each other. Occasional specimens of petrified wood are found along the shore in the neighbourhood.

We remained in camp at the eddy from June 21 till the 25th, waiting till the men had got all the goods across the island and our scows and boats loaded, fourteen in all. The total number of persons making the journey, including boatmen and passengers, was 92.

About 9 p.m., on the 24th, a rumour spread through the camp that an Indian that day had killed a very large buck moose, and on the following morning eleven Indians belonging to the crew were away to bring the carcass to camp from where it had been shot many miles away; and just as we were dropping down about a mile to a lower eddy the Indians were seen coming out of the woods bearing the meat of the slain monarch of these forests. That night each of us had a taste of moose, each piece roasted on a stick before the fire, and it was really delicious. The weather continued very hot, 90 to 92 degrees in the shade, but a breeze along the river makes it endurable.

FROM GRAND RAPIDS TO FORT M'URRAY, 87 MILES.

On Tuesday, June 26, we started in scows and large boats at 8 a.m. For some days previous the weather had been very dry and hot, but to-day it is somewhat cloudy and rain appears to be not far off. The water is still falling slightly.

The country about Grand rapids has been burned over, but as we descend the river about four miles the conditions in this respect change and there is a good covering of green timber, probably 20 or 30 years old.

We passed Burnt rapids at 8.30 p.m., and camped for the night two miles below, or some 28 miles from our start at Grand rapids.

The scenery along this day's journey has been fine, especially near the junction of Buffalo creek, which flows into the Athabaska from the north. The rocks along the high banks assume strange shapes, resembling great castles of the Italian style of architecture, but the timber here is small, very little being large enough for lumber.

Wednesday, June 27, we left camp at 7.20 a.m. It is still somewhat cloudy this morning, but very hot when the sun is not obscured. At noon we landed for lunch at the head of Boiler rapid, and started again at 1.30, and ran the rapid. A slight accident to one of the scows in this rapid delayed us till 7 p.m., when we started again, and very shortly after ran what is known as the Middle rapid. This we passed without any accident, and at 7.30 p.m. went ashore and camped for the night at the head of Long rapid. We are now probably 50 miles below Grand rapid, and 37 above Fort McMurray, where we will take a steamer again. The land along the banks to-day has not been as picturesque as it was yesterday. The land rises in terraces back from the river to a height of probably 400 feet.

The rock formation is still generally sandstone, but in certain places limestone is commencing to be seen. There is a good covering of soil, but rather too light for good crops.

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The timber is small and consists of poplar, birch and spruce, but about one half the area has been recently burned over.

The water is very low, and this causes us much delay, even with our boats and scows, which draw very little water.

Thursday, June 28, we started at 8.25 and were 20 minutes in running Long rapid. At 8.55 we went ashore, as one of the boats had been injured in running the rapid and was leaking, but it was soon repaired and we started again at 9.35. In 20 minutes more one of the scows struck a stone, causing her to leak so badly that her cargo, which was assigned to Fort Resolution, was injured considerably by the water.

Here Captain Shott, who had charge of a number of boats and scows with goods for the Roman Catholic Missions, overtook us and took the lead. We got started again at 3 p.m. and passed our rival fleet.

We reached Crooked rapid at 4 p.m. In this neighbourhood limestone appears along the banks in horizontal layers.

At 4.30 we jumped a small rapid without sustaining injury to any of the boats. Along here the layers of limestone present a very pretty appearance. In some cases there are caves running in to considerable distances along the bank near the water's edge.

At 5 p.m. we went ashore for the night on the right bank, about one-third of a mile above what is known as the Little cascade.

The forenoon of this day was clear and hot, but several showers passed by us in the afternoon, and finally one overtook us and we had an hour of heavy rain. The country has been partially burned over, and the standing timber is very small.

On Friday, June 29, it started to rain at 8.30 a.m., but before this we had run the Little cascade with the cook's scow and got our tent up just below the cascade, which consists of a semi-circular drop in the limestone rock of about two feet and extending completely across the river.

To give an idea of the delay caused by trying to navigate this portion of the Athabaska with loaded crafts, even with those of very light draught, I might mention that this morning Mr. Phillips, Inspector of Hulls and Boilers, caught up to us. He had left Athabaska landing in a canoe with one man, on Monday, June 25, thus making the journey in four days which has taken us twenty to accomplish.

The weather was showery, but the men worked all day, partially unloading the scows and carrying the goods a few rods below the cascade, where they were reloaded after they had jumped the cascade with part of the cargo. Captain Shott has again overtaken us, and this serves to cause delay, as there is only one place where the boats can be let down the rapids. The water, however, has risen about 4 inches, which is hailed with delight.

Saturday, June 29. About a mile and a half below the Little cascade is what is called the Lower cascade. It is very similar in character to the one farther up the river, but the perpendicular fall in the lower one is about twice as great or four feet in descent at the present stage of water. The boats had all to be partially unloaded and let down this rapid with lines and reloaded the same as before, but the men worked with a will, and by night all the boats were over and we camped a short distance below this cascade on the level limestone shore.

The lower cascade, though higher than the upper one, caused us less delay, as the portage at the latter was much shorter, being only about three rods, and the walking was good on the rocks. The upper or little cascade, however, in high water can be run without unloading.

The timber in the neighbourhood of the cascades is small and the country has been partially burned over.

Sunday, July 1, we left camp at 9.10 a.m. Having passed the rapids, no further difficulty was experienced, and we arrived at Fort McMurray at the junction of the Clearwater at 12.45 p.m., where we found the steamer *Grahame* awaiting us.

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The fall of the Athabaska between the head of the Grand rapids and Fort McMurray (87 miles according to the Hudson's Bay Company chart), is 360 feet, or something over 4 feet per mile.

Mention has been made of the bituminous or tar sands. They overlie the limestone and are found at different places along the Athabaska both above and below McMurray. They are also seen on the Slave river and through other sections of the Mackenzie River basin. Mr. R. G. McConnell, of the Geological Survey, made a valuable report on these tar sands in 1892, from which I have made the following quotations:—

'The tar sands hold in places lenticular beds of limestone, lignite seams 2 or 3 feet thick, and fragments of fossil wood. They vary in colour according to the quality of tar they contain, from a gray to a dark brown, and jet black. Where heavily saturated, streams of tar issue from the bank during the heat of summer, and form pools at the bases of the escarpments. This appears to be the origin as suggested by Bell of the tar springs which occur in the right bank opposite Tar island, two miles below the mouth of Red river as it enters the Athabaska, and in numerous other places.

* * * * *

'The tar sands occur along the Athabaska valley from Boiler rapid to a point about nine miles below the mouth of Calumet river, a distance of about 90 miles. West of the Athabaska they are soon concealed by the overlying divisions of the cretaceous, but are exposed for some miles along the valleys of the tributary streams. They were not found on Peace river. East of the Athabaska they occur in heavy sections on the Clearwater, Pembina and High-bank rivers, but on Muskeg and Firebag rivers the sections are small, and the greater part of the material in this district has evidently been planed away by glacial action.

* * * * *

'The tar sands, the principal bitumen-bearing formation of the district, are described in a preceding part of the report. This unique formation is of Dakota age, and constitutes in this region the basal member of the cretaceous series. It rests unconformably on the Devonian, and is exposed overlying the latter along the valley of the Athabaska for a distance of 90 miles. Lithologically it may be described as a soft sandstone, the cementing material of which is a bitumen or inspissated petroleum derived from the subjacent limestones. The boundaries of the tar sands were only precisely defined at a few points, but they were estimated to have a minimum distribution of fully 1,000 square miles, where either completely uncovered, or buried beneath a part of the overlying Clearwater shale on the highlands, and exposed in the river valleys. They vary in thickness where the section is complete, from 140 to 225 feet. The bitumen is unequally distributed through the sands, in a few places merely staining the grains, but in most of the sections examined it is present in sufficient quantity to render the whole mass more or less plastic. The following calculation, which is extracted from the summary report for 1890, although it can only be regarded as an approximation, yet will serve to give some idea of the enormous outpouring of bituminous substances which has taken place in this region.

“An analysis by Mr. Hoffmann of a specimen collected some years ago by Dr. Bell, gave by weight:—

| | |
|--------------------------------------|-------|
| Bitumen | 12.42 |
| Water (mechanically mixed) | 5.85 |
| Siliceous sands | 81.73 |

“A cubic foot of the bituminous sand rock weighs, according to Mr. Hoffmann, 117.5 lbs. This figure multiplied by the percentage of bitumen 12.42 gives 14.59 lbs. as the amount of bitumen present in a cubic foot, or $14.59 \div 63.7 = 22.9$ per cent in bulk. Taking the thickness at 151 feet, and assuming the distribution as given above at 1,000 square miles, the bituminous sands in sight amount to 28.40 cubic miles.

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Of this mass, if the preceding analysis is taken as an average, although it is probably rather high, 22.9 per cent in bulk, or 6.50 cubic miles is bitumen. The amount of petroleum which must have issued from the underlying limestones to produce 6.50 cubic miles, or by weight approximately 4,700,000,000 tons of bitumen, cannot now be estimated, as the conditions of oxidation and the original composition of the oil is unknown. It must, however, have been many times greater than the present supply of bitumen."

"The commercial value of the tar sands themselves, as exposed at the surface, is at present uncertain, but the abundance of the material, and the high percentage of bitumen which it contains, makes it probable that it may, in the future, be profitably utilized for various purposes, when this region is reached by railways. Among the uses to which it is adapted, may be mentioned roofing, paving, insulating electric wires, and it might also be mixed with the lignite which occurs in the neighbourhood, and pressed into briquettes for fuel.

"The tar sands evidence an upwelling of petroleum to the surface unequalled elsewhere in the world, but the more volatile and valuable constituents of the oil have long since disappeared, and the rocks from which it issued are probably exhausted, as the flow has ceased. In the extension of the tar sands under cover the conditions are different, and it is here that oils of economic value should be sought. In ascending the Athabaska, the tar sands are overlaid at Boiler rapid by a cover of shales sufficient to prevent the oil from rising to the surface, and in ascending the river, this cover gradually thickens. The geological attitude of the shales is not the most favourable, as the beds dip away from the outcrop at the rate of 5 to 10 feet to the mile, and it is possible that a part, or even the whole of the oil may have flowed northwards and eastwards through the sands, and escaped where these come to the surface. It is unlikely, however, that all the oil has escaped in this manner, as small anticlinals in the covering beds are almost certain to exist, and a differential hardening of the beds themselves may serve to inclose reservoirs or inverted basins of large capacity. It is also possible that the sands at their outcrop, may by the deposition of tarry substances, be plugged tightly enough to prevent further egress. Favourable indications of the presence of oil in the vicinity of the Athabaska are also afforded by the existence of the natural gas springs referred to on a previous page.

"The question of the continuity of the tar sands and their petroliferous character under cover, can, however, only be settled in a decided manner by boring, and it is highly desirable that drilling operations should be undertaken for this purpose. At the mouth of Pelican river the tar sands are probably covered by about 700 feet of strata, and this amount increases as the river is ascended. At the Athabaska landing, if the formation extends to that point, it probably lies at a depth of from 1,200 to 1,500 feet below the surface, but the distance of the landing from the outcrop of the tar sands, and the variability in the thickness of the cretaceous formations make it impossible to give more than a rough estimate.

"Indications of the presence of oil in the district are not confined to the tar sands, as on Peace river and Lesser Slave lake inspissated bitumen was found in a number of places lining cracks in nodules, and at Tar island in Peace river, small quantities of tar are brought to the surface by a spring. Tar springs are also reported from several other points, but their existence lacks verification. North of this district tar occurs at intervals in the Devonian limestones exposed along the valleys of Slave river and the Mackenzie, all the way to the Arctic ocean."

Before reaching Fort McMurray, and at a distance of about 4 miles above Mountain rapid, on the right bank of the Athabaska there was observed what appeared the strongest deposit of asphalt yet seen, which emitted a very distinct odour.

Fort McMurray, though not a post of very great importance at present, has a history of considerable interest. It was here that the weary traveller of one hundred years ago from far away Montreal, metaphorically speaking threw down his pack

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and gave a sigh of relief after a journey by bark canoe through a wilderness for a distance of over 2,500 miles.

The names of the lakes and rivers traversed are alone sufficient to excite the imagination and to fully recall what such a journey meant. The Ottawa and Mattawa rivers, Lakes Huron and Superior, Rainy lake and Rainy river, Lake of the Woods, and its outlet, the Winnipeg river; Lake Winnipeg to Grand rapids; the Saskatchewan to Cumberland; thence by devious courses across unnamed portages and streams scarcely navigable even for the bark canoe to Pelican lake, to Churchill river, up that stream for many miles; across Buffalo lake and Lac La Loche, till at last the final portage has been made and Clearwater river is entered. He has now reached one of the streams that go to swell the volume of that greatest of Arctic rivers, the Mackenzie. In course of time other and more favourable routes were established, and only a very few of the oldest voyageurs are now left to tell the tale of such an adventurous journey.

FROM FORT M'MURRAY TO FORT SMITH ON THE SLAVE RIVER, 303 MILES.

We found the steamer *Grahame* to be a very comfortable boat. She is a stern-wheeled craft, with a flat bottom similar to those used on the Mississippi and other western rivers, and considerably larger than *The Midnight Sun*. We are assured that there are no serious obstructions to navigation in the course of her route, and that our difficulties will probably be few from here on to Smith's landing on the Slave river.

We lay at Fort McMurray from Sunday noon till Monday, July 2, at 7.30 p.m., when we resumed our journey down the Athabaska. The weather continued very hot. The river widens considerably after receiving the Clearwater, attaining a width of half a mile in many places. The banks become lower, islands clothed with timber are more frequent, and the scenery for many miles as we descend is devoid of the grandeur of the Upper Peace, but is nevertheless very pretty if not enchanting.

At 9.35 p.m. we tied up and took on wood, and did not start again till 4.45 a.m. on Tuesday, July 3.

The timber is larger below McMurray, some of the spruce being large enough for lumber, and there seem to be considerable quantities of it. Lignite and asphalt are seen along the banks between Fort McMurray and Fort McKay. We passed the last-named post at 7 a.m. It is situated on the left bank of the river, and consists of about a dozen whitewashed houses, the principal ones being a Hudson's Bay Company store and the Roman Catholic Mission.

The boat tied up for the night about 30 miles from Chippewyan. On account of the sand bars in the river near its entrance into Lake Athabaska it was thought best not to attempt this part of the journey till morning.

This has been another very hot day, 100 degrees in the shade. The water has risen 2 feet. It was very muddy till this afternoon, when we got ahead of the flood. Considerable driftwood is being brought down. During the day considerable spruce timber was passed, large enough for saw-logs. The land gradually lowers as we approach the lake. Where we tied up for the night only cottonwood and willow are seen.

On Wednesday, July 4, I rose early to see the entrance to Lake Athabaska, or 'Lake of the Hills,' as it was known in the early days, and as it is always referred to by Sir Alexander Mackenzie, whose explorations down these waters to the frozen sea, and afterwards up the Peace river and across the mountains to the Pacific ocean furnish the subject of one of the most interesting narratives of adventure ever written.

The morning was exceedingly hot, the sun at 3 a.m. resembling a ball of fire on the surface of the lake; and as the day advanced its rays pierced through the clear atmosphere with scorching effect. The ground falls gradually away, willows taking the place of the cottonwood trees, then great marshes, and lastly the lake itself spreading out far to the east; a great lake in a vast wilderness without a sail to enliven it

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or a sound to break the solitude. But as we round a point, about 6 or 8 miles to the north, we behold the whitewashed houses of Fort Chippewyan, built on high land, or rather red granite rock. Viewed from the lake, this post is rather imposing in appearance. The Hudson's Bay Company buildings, forming a quadrangle, show up well as we approach the shore. The Roman Catholic Mission buildings are large, but lose effect from their dull colour.

We lay at Chippewyan unloading freight till 7.45 p.m., when we started, and almost at once entered the main channel of Great Slave river. For the first 8 miles the channel winds in and out through drowned land covered with reeds and grass. It is one of the greatest resorts for wild geese and ducks to be found anywhere in the world. At 9.45 the steamer tied up for the night. This has been the hottest day yet. It registered over 100 degrees in the shade at Chippewyan, but the appearance to-night portends rain, and as we retire we hear rumblings of thunder and some lightning is seen. A little later the welcome rain is heard pattering on the decks. All will welcome a relief from what deserved to be called tropical weather.

Thursday, July 5. It rained most of the night, and in the morning the air was cool and refreshing. At a distance of some 20 miles from Chippewyan the land becomes higher and is covered with timber, and considerable quantities of good spruce are seen up to 15 inches in diameter and of good height. The other varieties are poplar, birch, tamarack and willow.

At about 25 miles below Chippewyan the Peace river joins the Slave, and at once the size of the latter increases from a half-mile to a stream a mile and a half in width. The Peace, and its extension the Slave, might well be called the Upper Mackenzie. The Peace itself is really an immense river. Far west, some 800 miles from its junction with the Slave and within the Rocky mountains, the Finlay and the Parsnip, themselves large rivers, join and form the Peace. The latter then flows easterly and northerly, bringing with it large quantities of drift timber, which is seen scattered along the shores and sand bars all the way to Great Slave lake. The size and quality of this timber, much of which is spruce, affords an idea of the forests along the shores of the stream all the way to the Rocky mountains. It is no exaggeration to say that there are several million feet of spruce drift-wood piled up along the shores which would make very fair lumber.

We reached Smith's landing about 10 p.m., having lost some three hours in taking on wood and also on account of wind. The Slave river from this point to Fort Smith, 16 miles farther down the river, is not navigable owing to rapids. Boats and scows partly loaded are sometimes sent down the rapids, but for the most part the goods are transported by wagons overland across this portage. The land along the Slave from the junction of the Peace to Smith's landing is generally level, and the soil along the river is a clay loam of fair quality. Vegetables are successfully grown when proper attention is given to their cultivation. There is said to be a district of prairie country some 40 miles wide and extending from Great Slave lake to the Peace river where the soil is good. Whether this information is reliable or not I am unable to say.

The journey across the portage was made in a wagon, and took about three hours. For the first 6 or 7 miles out from Smith's landing the soil is a clay loam. We then pass through a tamarack swamp for half a mile, and from there on to Fort Smith the land is a very light sand and worthless for agricultural purposes. The timber is jackpine, some of which is quite large enough for railway ties. The timber on the heavier soil consists of black and white poplar, spruce, birch and willow of small size and little value.

We were detained from July 5 to 11. During this time, part of which was spent at Smith's landing and part at Fort Smith, the men with teams were busy getting the goods across the portage. At Fort Smith the Slave river is upwards of a mile and a half wide.

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FROM FORT SMITH TO FORT M'PHERSON, 1,299 MILES.

At 3.15 p.m. Mountain or Pacific time, on July 11, we left Fort Smith on the steamer *Wrigley*, the *Grahame* returning to Fort McMurray. The *Wrigley* is a smaller boat than the *Grahame*, of a different model, and of the propellor type. She resembles one of the smaller steamers on our great lakes, being built on similar lines. She draws about 5½ feet of water when loaded.

The day is cloudy and quite cool. We are at last clear of all obstructions to navigation from Fort Smith all the way down to the delta of the Mackenzie. There is also very little darkness and the boat runs both day and night. We passed Salt river at 5.30 p.m., and Bell Rock a little after, and later also Gravel point, where we saw the last gravel to be met with in our journey north on these waters. The country is level, the banks rising at first to a height of 30 or 40 feet, but gradually getting lower as we descend the river.

Thursday, July 12. The boat ran all night, and at 8.30 a.m. we were opposite McConnell island. Below Fort Smith islands are more numerous and increase in size as we approach the mouth of the river. The land falls away till it becomes submerged, and at last by careful piloting we reach Great Slave lake at 2 p.m. Here we wait till the lake becomes calmer, then start for Fort Resolution some miles distant in a bay west of the mouth of the river. During our journey of the past two days the soil along the river was apparently a good, rich clay loam, but an indication of our approach to an Arctic climate was afforded by the appearance of frozen earth along the banks. As the earth thawed and was washed by the water, arches were formed extending under the surface of the ground and considerable distances from the shore. The outlet into the lake is obstructed by deposits of earth brought down the river. The pilots here have great difficulties, as the channel is annually changing, and we had the misfortune of being grounded just when it was thought we had reached deep water, which delayed us a few hours, but we got off without receiving any injury, and reached Fort Resolution at 10 p.m. This is a whitewashed village and, like many others of these posts, looked better at a distance than when within its limits. What added to the picturesque appearance of the place was the large number of Indian tents on the plateau between the water and the buildings. Mr. Conroy was here 'paying treaty,' as it is called, to the Indians of this part of the country, and as usual, this event had brought together the population of the whole surrounding country, including women and children and their dogs.

At Fort Resolution I saw several small gardens containing potatoes, beets, turnips, cabbages, peas, &c., so well advanced that by August 1 the potatoes should be fit for use.

Friday, July 13. The boat lay at Fort Resolution till 2.30 a.m. this morning. We have now reached a latitude where there is no darkness at this date; simply twilight for a short time. The run from Fort Resolution to Hay river, a distance of 70 miles, is all in the open lake and delays are frequently experienced, especially when the steamer has in tow scows heavily laden and incapable of weathering gales that frequently occur here. We were compelled to seek shelter in the lee of Burnt island, where we remained from 6 a.m. till 4 p.m., when the sea having abated we started again and reached the mouth of Hay river early on Saturday morning, July 14. At this place the Rev. Mr. Marsh, of the Anglican Church, has a mission and school that are being very successfully conducted under his supervision.

The land here, like most along the lake and Slave river, is of good quality, being a clay loam. A garden containing vegetables similar to those at Fort Resolution, though not quite so far advanced, was seen at this mission.

We left Hay river at 8.30 a.m. and had a calm sea and good run of some 40 miles to the entrance of the Mackenzie river, which we reached at 2.30 p.m. There is a bar at the entrance, but as the channel had been recently buoyed we had no great difficulty in getting through, though the steamer touched a rocky bottom once or twice.

The land is low at the entrance, and covered with spruce and tamarack of a small size.

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Great Slave lake impresses one with its size, similar to that of our great eastern lakes. We were at one time entirely out of sight of land. For some distance from the mouth of Slave river the water of the lake is muddy, caused by the sediment carried down the river, but this large body of water acts as a great filtering basin, and the water soon becomes quite clear. The Mackenzie for some miles below the lake is very wide. In some cases the expansions deserve and receive the distinction of lakes. Islands covered with green timber are numerous and the appearance is suggestive of the lower St. Lawrence. We had some difficulty in following the channel at the mouth of one of these expansions, named Beaver lake, where we grounded twice on a soft bottom, which did no damage but caused several hours' delay.

On Sunday at 6 a.m., July 15, the blowing of the whistle announced that we were approaching Fort Providence, which is on the right bank of the Mackenzie, about 40 miles down from Great Slave lake, and 917 miles from Athabaska landing.

The village is very prettily situated. The Roman Catholic Mission at this point is an important one. The mission buildings, consisting of a church and convent, are quite imposing, and the garden is a surprise to the traveller in this far northern district. In it were seen peas fit for use, potatoes in flower, tomatoes, rhubarb, beets, cabbages, onions; in fact about the same as we would see a thousand miles further south. Besides the vegetables, were cultivated flowers and also fruit, such as red currants, gooseberries, strawberries, raspberries and saskatoons. But most surprising of all was, near by, a small field of wheat in the milk, the grain being fully formed. I was informed that it had been sown on May 20. I was anxious to know whether this grain had ripened, and was fortunate enough to learn later from one of the passengers who, returning by the *Wigley*, had visited the same field on July 28, that he found it had been harvested before that date, probably in about two months after sowing. This seems almost incredible, but when we remember that during this whole period it had been subjected to almost constant sunlight and heat the reason for its rapid growth is obvious.

The banks of the river here are about 30 feet high. The land appears level and the soil is a rich deposit of clay loam, and this is the general character of the soil along the whole course of this great river.

Leaving Fort Providence at 10.40 a.m., we soon enter 'The Little Lake,' one of the numerous expansions of the Upper Mackenzie. At 10 p.m. we reached a point known as 'The End of the Line,' so named from being the place where the boatmen coming up the river could dispense with the tracking line. As the river widens above this point the current decreases so that boats and canoes can be propelled without outside assistance, while below here till the river widens again near its mouth, a distance of over 800 miles, the current is too swift for the general use of oar or paddle, and the line is necessary.

One notable characteristic of these northern rivers is that, though the rapids are not numerous, the current is generally so strong that it is only waste of time and energy to attempt to propel any craft against it, not driven by steam, without assistance from the shore. The Indians and half-breeds take very kindly to the work of tracking, but I question if any other people in the world would be willing to endure what this work necessitates. The winding shore has to be traversed where no work has ever been done worth speaking of to smooth the course. Rocky banks and clay cut banks have to be passed and tributary streams waded or swam; but the native trackman, without complaint and without profanity, seems to look upon such work as his to do, and fortunate it is that he is so persuaded.

On Monday, July 16, at 7 a.m., we arrived at Fort Simpson, in latitude 61° 52' N., 161 miles below Fort Providence and 1,078 from Athabaska landing.

It is prettily situated on the left bank of the Mackenzie just below the mouth of the Liard. I was sorry to see that the clear Mackenzie had to be polluted with the muddy water brought down by the Liard. Evidently the latter has not the advantage of a filtering basin such as the waters of the Mackenzie have in Great Slave lake. The

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banks of the river at Fort Simpson are about 30 feet in height. The soil resembles that at Fort Providence and the vegetable gardens are similar to those seen there. The increased sunlight and heat as we proceed north counterbalance the disadvantages of the higher latitude. Fort Simpson has been regarded for many years as the most noted of the Hudson's Bay Company's posts in the north, and though it has, I believe, lost some of its importance, it is still a centre of trade for a wide district of country. It certainly can boast of one distinction which no other place of its latitude on this continent can. The Hudson's Bay Company have installed a system of electric lights for their buildings. There is also here a museum containing exhibits of the animals and birds of the country. In addition to the buildings of the company and those of its employees, there are several other houses, and besides these the Church of England mission building, consisting of a frame church and large dwelling nearby. The latter is used both for the residence of the clergyman in charge, and also for a school which he conducts.

The timber along the Mackenzie so far is smaller than that found along the Slave river, but nevertheless it is of sufficient size in some cases for lumber. There is a small saw-mill at Fort Simpson, not now running, at which lumber 12 inches in width was cut and used in buildings at this post. One cannot but be struck with the vast quantity of spruce along the route traversed, which is a little under size for lumber, but would make excellent pulpwood. The driftwood coming down the Liard is similar to that from the Peace, and indicates timber of a larger size farther up the stream than is found near its mouth.

On Tuesday morning, July 17, at 5.30, we left Fort Simpson and at 9 a.m. caught the first sight of the Rocky mountains (Nahanni Range), with their snow-capped peaks. It strikes the observer as extraordinary that the Mackenzie in selecting a course to the sea should have chosen a direction so far to the west as to necessitate its cutting its way through one chain of these mountains when a much shorter course lay open to the east where no such difficulties apparently exist. Probably all this is easily explained. The task at all events has been accomplished apparently without difficulty, and the traveller has reason to be thankful, for it affords him scenery so different from what he has seen for a thousand miles back that he can almost fancy he is again in British Columbia.

In the afternoon it rained and then turned decidedly cool, a great change from what we have had for some time. We arrived at Fort Wrigley, 136 miles from Simpson and 1,214 from Athabaska landing, at 9.20 p.m.

This is a new post on the left bank of the river 25 miles below the old post of the same name. The change was made owing to the locality of the latter proving very unhealthy.

The country about Wrigley is wooded. I noticed a spruce log cut near the post that was 20 inches in diameter.

The Nahanni flows from the west and joins the Mackenzie about halfway between Fort Simpson and Fort Wrigley. Just north of it rises Mount Camsell, a snow-clad peak of the Rockies, 5,000 feet high.

I am informed that there is considerable spruce up the Nahanni river, of sufficient size for lumber, though not so large as that which grows along the valley of the Liard. A man who had explored the latter stream assured me that he had never seen finer saw-log timber anywhere, except on the Coast, than along the valley of the Liard. He also said that good birch was found there, which is highly prized by the Indians for bark for their canoes.

Below Wrigley the river narrows to from a half to three-quarters of a mile in width. This continues for some distance and then widens out as we proceed down stream. Two noted mountain peaks, known as Mount Bompas and Mount Wrigley, are seen between Wrigley and Norman. About 20 miles above Fort Norman, and on the left side of the river the clay banks assume a very red appearance, and the people use the earth as a paint. This condition of the earth has been produced by fire in the

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coal seams. For several miles along the route the fire is now apparently extinct, but as we reach a point 8 miles above Fort Norman, for upwards of 2 miles along the right bank of the river smoke is distinctly observed from fires still burning far down in the seams of coal, or rather lignite.

It is worthy of note that Sir Alexander Mackenzie makes mention of these fires in his narrative as existing in 1789, when he explored and gave his name to the river, and the natives say it has been burning ever since and for an unknown period of time before.

About 60 miles below Wrigley we pass the mouth of Salt river, which flows from the east. It is so named from deposits of salt that exist some miles above the mouth. Rock salt is said to exist on the Great Bear river above Norman, but the greater part of that used at the posts is brought from the other Salt river, which has already been referred to as flowing into the Slave river from the west below Fort Smith.

At 7 p.m., July 18, we reached Fort Norman at the mouth of the Great Bear river, which is the outlet of Great Bear lake. Fort Norman is distant from Fort Wrigley 184 miles and 1,398 miles from Athabaska landing. Its situation is very picturesque. The mountain peaks stand up in bold relief out of a vast level plain. Bear mountain, on the north side of Great Bear river and east of the Mackenzie, is the most conspicuous.

It was 11.30 p.m. when we left Fort Norman, but there was no darkness, only a subdued light such as we have in more southern latitudes shortly after sunset. The steamer ran all night, and on rising on the morning of the 19th, we were over half way between our last port and Fort Good Hope. Between Norman and Good Hope we have mountains on both sides of the river, and as we approach the latter and at about 6 miles above the port we enter the 'Upper Ramparts of the Mackenzie.' The great river is here contracted for some 4 miles to a width of about a quarter of a mile. On each side rise perpendicular walls of limestone rock to a height of from 100 to 300 feet, which resemble huge fortifications. The river is here very deep, and a mile or two below the ramparts, where it takes a sharp turn to the left, Fort Good Hope appears in view like another Gibraltar, securely guarded, but where no foe ever approaches.

At 3.30 p.m. we reached Fort Good Hope, 174 miles below Fort Norman, 1,572 from Athabaska landing and only 26 south of the Arctic circle. Its situation on a level plateau is charming. The banks are about 30 feet high and the soil is similar to that all along the river, being a rich deposit very much resembling the soil of our great prairies. I saw potatoes in flower, cabbages, onions, beets, &c., in the gardens, and on an island nearby very good spruce timber, which is cut into lumber by whip-saws.

The steamer left Good Hope at 1 a.m., July 20, and when we arose in the morning we found we had passed the Arctic circle hours before. The banks of the river are getting lower, the river widens, and we are fast drifting down towards the Arctic sea.

Some time in the evening we stopped at Arctic Red River post at the mouth of a stream of the same name. It struck me as the least desirable place to live in of any in all this northland. A few houses, the church and the graveyard are all crowded on the side of a hill. Perpetual frost is only a foot below the surface and we no longer see that emblem of civilized life, the vegetable and flower garden, that has gone so far to make many of those lonely posts seem somewhat cheerful. We only stopped an hour or two at this post, and then started for our last and the most northerly post in the country, Fort McPherson.

About 1.30 a.m., July 21, I rose as we were rounding Point Separation, so named from the parting here of Sir John Franklin and Dr. Richardson when they separated for their perilous trip around the shores of the frozen ocean. The sun was just skirting the northern horizon, and I endeavoured to take a photo' of it, which I am afraid was a failure. Point Separation lies between the junction of the Mackenzie and Peel rivers. Below this point is the delta of the Mackenzie, which is many miles in width, with numerous islands between here and the sea, which is some 80 miles

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distant. At the point where Franklin and Richardson were camped are two spruce trees, which were marked as lobstersticks at the time of their separation and in commemoration of that event. Both are still standing, though one of them is dead. Judging from their appearance at a distance I would say that they are each about 16 inches in diameter and 70 feet in height, and this nearly 100 miles beyond the Arctic circle. I have been very much interested in the tenacity of life as shown in the growth of trees under the adverse conditions prevailing in this north country. Since crossing the Arctic circle we have seen no vegetables, but trees such as the spruce, birch, tamarack and willow are seen all the way, and as we round Point Separation and ascend Peel river, spruce lines the banks. It attains a size of 12 to 16 inches, and is used at Fort McPherson not only for their log buildings, but also is whip-sawed into lumber for general use.

After entering the Peel river the steamer stopped to take on wood, which delayed us a couple of hours, but very soon after starting we beheld on the high banks of the east side of the river the houses of Fort McPherson, with the white tents or tupics of the Esquimaux on the beach below. These Esquimaux had come over in their whale boats from Herschel island, in the Arctic sea, to meet the *Wrigley*. Their complexion is almost white, with a dash of ruddy colour that indicates good health. They seem very cheerful, are not at all diffident or stoical like many of our Indian tribes. On the contrary, they are very inquisitive, and disposed to make themselves almost too familiar. They are of fair stature, and do not show any of the marks of the struggle for existence that is observable in their neighbours, the Indians, in this part of the country.

At Fort McPherson, as at all the points visited for the last 1,300 miles of our journey, no news from the outside world had been received since the last winter mail in March. For over four months the news received was purely local, and generally consisted of reports from a few posts in the surrounding country, from hunting parties returning from their winter quarters, and from the whalers entrapped by the ice in the sea at Herschel island. We were the first to inform them of the eruption of Mount Vesuvius and the San Francisco earthquake, both of which had happened months before. Another message was one of sadness to all in this district. It was the death of Bishop Bompas, who was well known and evidently highly esteemed by all.

The *Wrigley* remained at McPherson, or Peel's River post, as it is generally called here, from Saturday morning till 2 a.m. on Monday, July 23, when she started back on her long journey of 1,300 miles, or, to be exact, 1,299, to Fort Smith, most of the passengers returning with her. The total distance from Fort McPherson to Athabaska landing by the route taken is set down as 1,854 miles, or 1,950 miles to Edmonton.

A few words regarding Fort McPherson may be of interest. It is, as before stated, the most northerly of the Hudson's Bay Company's posts. Its latitude is 67° 25', and it is truly an Arctic village. The sun never sets for about six weeks in summer and is constantly below the horizon for the same time in winter. The thermometer went as low as 68 degrees below zero (Fahrenheit) last winter.

The inhabitants are in close touch with the Esquimaux of the Arctic sea and with the whaling ships that annually visit these waters. These whalers are mostly from San Francisco, coming up through Behring's strait in the summer, and returning again in the early fall. Last season most of them were entrapped by the ice that blocked the straits and were compelled to remain there for the winter. They went into winter quarters at Herschel island, where there is a detachment of the Royal Northwest Mounted Police. They were not sufficiently supplied with provisions for this emergency, and had to rely largely on what could be obtained in the country. They engaged the Indians of the mainland to supply them with meat from the chase, principally moose, with the result that the shipment of fur this year from the post at McPherson was very much smaller than usual.

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The report by the whalers of the ice conditions of the summer of 1905 is of interest to Arctic navigators. They say that the ice that drove into Behring's sea from the northeast and prevented their exit left that part of the ocean almost free of ice, a very unusual thing; and one of the captains is reported to have said that he was strongly tempted to set sail for the pole, as in his experience of twenty or twenty-five years he had never seen what seemed so good an opportunity of winning fame by such a venture. But he said his commission was to capture whales and not the pole. That these reports are correct is borne out by the fact that Captain Amunsden, who was exploring along the northeast coast, finding open water to the west set sail in that direction, and to his surprise soon found himself in the company of these whalers near the mouth of the Mackenzie. He was compelled to go into winter quarters, and laid up with them at Herschel island till this summer, when he succeeded in getting out through Behring's strait, being the first to make the entire northwest passage. During last winter he made an overland journey out to the Yukon and returned again to his ship, the *Gjoa*.

SPECIAL NOTES ON THE TIMBER OF THE MACKENZIE BASIN.

It may be well for me to add to the foregoing report a few observations dealing specially with the timber in the Mackenzie basin, and also a map with additional notes thereon.

Varieties.—As we go north, the varieties of trees greatly decrease in number and in the sub-Arctic forest belt they are reduced to eight species, namely, white spruce (*picea alba*), black spruce (*picea nigra*), larch or tamarack (*larix Americana*), jack or Banksian pine (*pinus banksiana*), Canada balsam (*abies balsamea*), aspen or white poplar (*populus tremuloides*), balsam poplar or balm of Gilead (*populus balsamea*), and canoe birch (*betula papyrifera*).

The first five of these belong to the coniferous family, while the last three, namely, the aspen, the balsam poplar and the canoe birch, are of the broad leaved variety.

In addition to these are various species of willow, extending throughout the whole region, but they are too small in size to be classed as trees.

The larch or tamarack continues pretty well north to prefer the swampy land, but as we approach the Arctic regions it attains its best growth on higher ground.

The black spruce also follows the example of the tamarack in this respect, while the white spruce thrives best on the higher and dryer land throughout the whole of the subarctic watershed. The tamarack vies with the white spruce in enduring the Arctic climate and is found almost to the limit of tree growth.

The wood of the tamarack is harder and better than the spruce for purposes where strength and durability are required. It is also the best, perhaps excepting the birch, of these northern species for fuel. Though widely distributed it is only found in limited quantities here and there in scattered patches, whereas the spruces of different varieties are found in almost every part of Canada from the Atlantic to the Pacific and from the southern boundary of the Dominion to the tundra and frozen land beyond the Arctic circle.

It would undoubtedly be misleading, with our limited knowledge of the greater part of the country, to attempt to define the areas that may, with the settlement of the country, offer profitable fields to the lumbermen. It is true that there has been for many years a good deal of travel through the country, but the routes taken are mostly confined to the great water courses. While in the country I made diligent inquiries from those I met who are engaged by the companies and who take the place of the old *coureurs du bois* of the early days in 'tripping' in winter, visiting the hunting lodges of the Indians to get furs. Occasionally some of the information obtained seemed valuable, but even these routes or dog trails, are always chosen where there is

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the least timber to obstruct the course, generally along the lakes and rivers or through level and sparsely timbered muskegs. The Indians, being interested in the fish and game of the country, can give reliable information concerning them, but it would be unwise to make any calculations from what information can be gained from them regarding either the quantity or quality of timber in the country.

I am more than ever impressed with the view that I have long held, that no more judicious expenditure of public funds can be made than what would be involved in a regular system of exploration of our unoccupied lands.

So far as our present knowledge affords us a means of judging, the whole of the Arctic basin, except the barren lands of the far north and certain limited areas in the watersheds of the Athabaska and Peace rivers, which latter are prairie, may be correctly described as forest lands.

It must not be inferred that the whole of this vast area is timbered in the same sense that Ontario and Quebec were in their primeval state. The timber is not as large, and by no means as evenly distributed. Very frequently after proceeding a mile or less from one of the large rivers we will enter a muskeg with only a few small scattered spruce and tamarack here and there dotting the landscape. This will probably continue till we approach a small stream draining the muskeg, and as we pass down such a stream we will frequently find very good spruce, poplar and birch along the banks and extending for varying distances to the right and left.

From the information at hand I think it quite safe to assert that the largest extent of timber in the Mackenzie basin, as well as the largest in size, is to be found along the tributaries of the Mackenzie which flow from the west, such as the Athabaska, the Peace, the Liard, the Nahanni and others. It must be remembered that these are themselves great rivers with many tributary streams, and the aggregate quantity of spruce, which is the principal timber tree in that region, must be very large; while trees of the same variety large enough for pulpwood are found in great quantities throughout the whole of the Mackenzie waters and extending all the way down to the delta of that river.

The spruces of this region are of two varieties, namely, the white and black spruce; the former is the larger and more valuable. Both varieties when accessible are now becoming very valuable, as they furnish the best material for the manufacture of pulp, and this district contains a world's supply of such timber of a sufficient size for that purpose. At present there is no outlet for this supply, but if a railway were built between Athabaska lake and Fort Churchill it would open a pulp district extending from tide water to the Rocky mountains.

FROM FORT M'PHERSON TO FORT YUKON, PROBABLY 500 MILES.

Following out my intention of 'coming out' by a different way, I allowed the *Wrigley* to leave on her return trip without me. The only other practicable summer route is by way of the Porcupine and Yukon rivers, and this was the one chosen. It would be a very good route indeed were it not for the part from Fort McPherson to the Bell river, a tributary of the Porcupine. This can be made either by following up the Rat river from its junction with the Peel to near its source in the mountains, and then making a portage of a few miles into one of the small branches of the Bell, or by going overland across the mountains by a portage of 82 miles to Bell river near La Pierre House. I had intended going by the former and had chosen a good Peterboro canoe for the purpose, but as the Indians from near Rampart House had come over the portage and were returning that way and would assist me as far as Rampart House, I decided to go with them. They reported that owing to the dry weather Rat river was almost impassable, but that the portage was on that account better than usual.

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With the kind assistance of Mr. John Firth, the Hudson's Bay Company's agent at McPherson, I was able to make a bargain with the Indians to pack my outfit over this 82-mile portage and to take me from there on down to Rampart House; and on the afternoon of Tuesday, July 24, we crossed the Peel river and started up the trail. Part of our outfit was carried by the Indians and part by their dogs. A good dog will pack thirty or forty pounds quite easily.

For a distance of a few miles from the Peel the country is partially wooded with spruce, birch, balsam-poplar and willow; but after this the route is through an Arctic swamp, and the only timber is that found skirting the shores of the small streams on the way. The trail takes a westerly course through a pass in the mountains which seems as well chosen as possible. There is no mountain climbing, but until we are perhaps two-thirds of the way over there is a constant gradual ascent which is very wearying to the traveller, especially if he has a load to carry. Though the hot summer had made the trail dryer than usual there was nevertheless a great deal of wading and trying to walk on the hummocks or *têtes des femmes*, which latter is a rather unsatisfactory exercise in gymnastics. There need, however, be no fear of getting mired in any of these bogs, for at about 8 or 10 inches beneath the moss we reach perpetual ice or frozen earth.

It was a little after 5 p.m. when we started on the trail, and when we had gone about 7 miles it commenced to rain, and we camped for the night.

The next day, July 25, it took us some time getting our things dried, and we did not start till 11 a.m. We travelled till 8.30 p.m., when we camped on the bank of a stream about 25 miles from Peel river. The trail is in the valley of Lapière or Stony creek, which flows easterly to Peel river, and is south of the trail. We forded one small tributary of this creek about 3 miles east of the one where we camped. A narrow fringe of spruce, balsam-poplar, willow and canoe birch is seen along Stony creek.

The stream at our camp was about 2 rods wide and 15 inches deep at that time, but evidently it is one of considerable importance at other seasons of the year.

On July 26 we started at 9 a.m. and travelled till 7 p.m., making about 18 miles, and crossing another small stream in the afternoon. Our course lay westerly up the same valley with Stony creek still far below us to the left. The day was quite cool and the night decidedly so. We are now well up the mountains and snow is seen in the ravines.

We left camp at 8.30 a.m. on Friday, July 27, and at 1 p.m. we reached the Great Divide, which in the pass is 2,630 feet above the sea. The mountains on each side, which are of sandstone, are from two to three thousand feet above the pass.

Shortly after passing the Divide we crossed a small stream which flows into one farther south similar to Stony creek, but of course flowing west. Our course was down the valley of this stream and to the north of it. Another cool day and no mosquitos. We passed over some snow along the sides of the hills, but without the least difficulty, as it was almost as hard as ice. After passing the summit, though the descent is scarcely perceptible to the eye, the difference is soon felt by the traveller, the walking being much less fatiguing. After making some 18 or 20 miles we camped again beside a stream.

On Saturday, July 28, we started at 8 a.m., and at once forded the stream by which we had camped and in the valley of which we had been travelling since crossing the Divide. It was of considerable size, but at this season was easily forded. Four miles farther on we crossed this stream again.

The weather is still cool and there are no mosquitos. The mountain scenery here is beautiful. Though the peaks are not so high as in the Rockies farther south, they probably reach 5,000 feet above sea level. No large glaciers are seen, but considerable snow remains the year round on some of the peaks. At noon to-day a high mountain lies directly in front of us, with valleys to the north and south of it.

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We travelled on, following the trail as it bore off to the north, and finally came to the same stream again, which we crossed for the last time, now flowing to the north. The current was very rapid. The water was about 18 inches deep and the fording the most difficult we experienced anywhere on the trail. We camped immediately after making the crossing.

On the following morning we passed through a very bad swamp and then down the side of a long, steep hill partially wooded, and at 11 a.m. reached the Bell river at the end of the portage.

On our journey across we found growing in the swamps a large quantity of berries of the variety *rubus chaememorus*, which the Indians called nuckles. They grow on a very low bush in the moss and are about the size of a large raspberry. They are granulated, the grains often numbering twenty or more on a single berry. They are of a white colour until ripe, when they become a light yellow. The Indians seem very fond of them. We also saw several patches of blueberries, which were beginning to get ripe at this time.

It was pleasant to see the calm waters of the Bell in front of us and to realize that by our journey of four and a half days we had reached the waters flowing to the Pacific ocean.

The bark canoes left by the Indians on their way east were found, and we were soon making 4 or 5 miles an hour down this fast flowing stream. I had been assured that one of the canoes was large and quite capable of carrying two men and a lot of 'dunnage,' but it was about the smallest of its species for such a load I had ever seen, and from the start all the way to Rampart House, a distance of over 200 miles, my time was fully employed in sitting perfectly still. I had expected to have a seat in the bow, and the pleasure of paddling, but these crafts are not 'built that way.' They are long, but very narrow, so narrow in fact that the only place wide enough for a seat is in the centre, and I was compelled to sit very close behind the captain of the craft, and too near to use a paddle without interfering with his, which at every three or four strokes he changed from one side of the canoe to the other in order to keep it in its proper course.

The afternoon was cloudy, with some rain, but the Indians were anxious to get home and we kept on till 10 p.m., probably making 25 or 30 miles from where we started with the canoes.

The Indians killed three young wild geese, which made us an excellent supper.

On Monday, July 30, rain delayed our starting till 9 a.m., and at 10.20 we were at the mouth of Bell river and entering the Porcupine. The Bell, from where we entered it to its junction with the Porcupine, is about 20 rods wide and without any rapids or other obstruction to navigation. The current, however, is strong, similar to that in most of these northern rivers.

A fringe of timber, mostly small spruce, lines the banks, but apparently does not extend far back.

The Porcupine at the mouth of the Bell is about 60 rods wide and the current somewhat stronger than in the Bell.

The day was cool and cloudy, with occasional light showers, but the Indians cared not for these and paddled very hard all day and till 9.30 p.m., when we reached the mouth of the Driftwood river, probably over 50 miles from our start in the morning. The land along the route so far has been clay, sand and gravel, but no matter what its quality the climate forbids successful agriculture. At less than a foot below the surface the ground is frozen even through the hottest summer months.

On Tuesday, July 31, we left camp at 7 a.m. and made a long journey of upwards of 50 miles to Old Crow river, arriving there at 7 p.m., and killing eight or ten geese on the way. A raw wind with showers made travelling very uncomfortable the whole day, but the Indians had set their hearts on reaching their home that night, and nothing would stop them.

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Both the Bell and Porcupine are very crooked, so much so that the distance following the windings of these streams is probably three times as great as it would be in a straight line, and while the wind assisted us on certain stretches this was more than counterbalanced by the delay it caused us on others, and besides I was in constant fear that our frail craft would be swamped.

The cut banks of the Porcupine, when seen at a distance, especially through a haze or fog, take on the most fantastic shapes, frequently resembling great buildings of all styles of architecture, and it is impossible for me to describe an illusion of this kind that met our view as we approached the Indian encampment at the mouth of the Old Crow. It was a cloudy, hazy evening with almost a gale of wind from the north, and as we rounded a point leading up to the encampment a great city appeared a few miles away, with wharfs and vessels in front and buildings of various kinds extending far back from the shore. There was a fine church, with its spire so real in appearance as almost to persuade me that my Indians had been too modest in not informing me of their great advance in architecture. This illusion was kept up for fully half an hour, though varying somewhat in appearance. I watched the panorama till finally through the haze one portion of the bank after another gave up its fancied appearance and resumed its true character, when, instead of the castellated city which I had pictured as the home of these Indians, we saw only about forty half-starved creatures all out on the high bank to welcome us, while behind among the trees were a dozen dilapidated tents, the whole surroundings indicating want and starvation, sickness and a struggle for existence, known only to those who are condemned to live in this Arctic land, and whose very existence is dependent on the exigencies of the chase.

I was assured before leaving McPherson that it would only be necessary to take sufficient supplies to last my Indians and myself as far as Rampart House, and on reaching Old Crow they were nearly exhausted, so I was in poor condition to meet a whole band of hungry beings who always expect a feast when a white man visits them. The only thing I could do was to promise that I would send a present back to them from Rampart House. They had no flour, and my intention was to get some for them there, but this I was unable to do. The supplies had not yet arrived, and there was no flour to be had, so I sent them some tobacco and tea, which are both considered prime necessities; next come meat and fish, and then flour. An Indian camp is always said to be in a starving condition if it has no tea or tobacco.

I might observe here that once we cross the mountains and enter the waters flowing into the Pacific, one of the principal topics of conversation is the salmon. If it were not for the salmon, the moose and the cariboo, existence in these regions would be impossible.

It was long after midnight before the people of the village (if such a term is applicable) retired to rest; there was so much to talk about and so many anxious listeners to the tales that the travellers had to tell. There was the death of Bishop Bompas, at Caribou crossing, conveyed by a letter from the Venerable Archdeacon Macdonald, of Winnipeg; the death of Mrs. Christie, of Fort Simpson; the San Francisco earthquake; with all the local news from McPherson and the surrounding country.

The weather cleared up during the night, and on Wednesday, August 1, the view when I rose was really charming. Our camp was on a point on the river some 40 feet high, and below the calm waters glistened in the sunlight like a sea of glass. What a change from last night, when these same waters, angered by the north wind, threatened our little canoes and caused me an hour of downright fear such as I had never before experienced. For miles and miles the river could be traced winding through the valley land, while away beyond, the mountains were seen with their snow-clad peaks, one beyond the other as far as the eye could reach.

We left Old Crow at 10.30 a.m. Our party, which hitherto had consisted of three Indians with three canoes, was now reduced to two, one of the Indians with his canoe remaining at their camp. After the most pleasant day yet experienced on the journey,

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we camped for the night on the bank above Blue Fish river, which flows into the Porcupine from the south. The Porcupine is here about 60 rods wide, and the water is somewhat clearer than further up the stream. The banks are some 30 or 40 feet high, with very little timber of any value to be seen.

On Thursday, August 2, another lovely summer day, we left camp at 8.45 a.m.

In a few hours the river narrowed to less than half its usual width. The current increased, carrying us along almost at steamboat speed, but without any broken or turbulent water to cause uneasiness. We were in the upper ramparts of the Porcupine. Though not to be compared in grandeur with those of the Mackenzie, they nevertheless possess characteristics that are entirely unique. The stream winds around between sandstone banks, and at every turn as we descend new scenes open up to view that are very tempting to the photographer. At noon we saw a tent on the beach occupied by a white man, the first we had seen since leaving McPherson. Shortly after this we reached Rampart House, which is just east of the Alaska boundary line. It was formerly a post of the Hudson's Bay Company, but is now occupied by Mr. D. Cadzow, an independent trader. I here dismissed my Indians, and engaged a man with a boat of comfortable size to take me down to Fort Yukon, at the mouth of the Porcupine, 225 miles distant.

GENERAL REMARKS.

As we are now passing out of Canadian territory, a few general remarks regarding the resources of the district passed over, and of the condition of the Indians and others who make their home there, may be appropriate.

I have already made frequent mention of the soil and its capabilities, and also of the timber so far as could be ascertained from a somewhat hasty journey through the country, and I shall not have much further to say here on these subjects. I have also touched on the evidences of certain minerals, such as coal, petroleum and salt. But we are dealing with a vast and almost entirely unexplored wilderness, and it is scarcely probable that it is without much undiscovered mineral wealth. Such products are not confined to southern latitudes, as the riches of the Yukon and Alaska go to prove. The fish in these cool northern waters, as might be expected, are for the most part of excellent quality. They are found in abundance in all the northern lakes and rivers, the whitefish (*coregonus*) being the most widely distributed. The pike (*lucius*) is also pretty generally distributed. The fresh-water ling (*lota*) and the Arctic trout, sometimes called Back's trout, are all found in many of the northern lakes and rivers. The inconnu (*stenodus*) is peculiar to the Mackenzie river. It was named 'inconnu' (unknown) by Sir Alexander Mackenzie's exploring party, as it was to them an unknown fish. It is a good fish, and the largest of any of the species found in the Arctic watershed.

As before stated, the salmon is the great fish of the Pacific waters, and of it there are a great number of species. Among them are the king salmon, in Alaska and the Yukon; the spring salmon and the sock-eye or blue back, called also the red fish of British Columbia. The last-named is the most valuable for canning purposes, on account of its flavour and for the deep red colour of the flesh. Another species, called the coho or silver sides, is of less importance than the sock-eye, on account of the colour. It is generally frozen. The dog salmon reaches a considerable size. It is chiefly salted for the Japanese market. The hump back is seldom over five or six pounds in weight. It is chiefly used by the Indians. One of the very best fish found on the Pacific coast is the steel head. It is large, weighing from twenty to forty pounds. It is unlike in appearance any of the other salmon of the west, and exactly resembles the salmon of eastern Canada and Europe. It is very good for cooking, and is pronounced one of the most delicious of fish.

One of the resources to which I have not yet referred is the wild animals that find a home in the wilderness. Among them are the moose, the caribou, the bear, the wood

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buffalo and the musk ox, and a large number of the fur-bearing animals, such as the beaver, marten, fox, mink and many others. It is unnecessary to say that had it not been for these furs it is probable that this sub-Arctic region would never have been visited except by a few adventurous explorers and missionaries. Attracted, however, by the value of the furs, the Northwest Company and the Hudson's Bay Company were early in the field, and to-day, in addition to the latter, there are a large number of independent traders whose agents traverse practically the whole country, and if records of their journeyings could be collected, very interesting information of great value would be obtained. There is a virgin field here for any adventurous author who wishes to gather details at first hand.

But I must confine myself to the purpose of this report, and I desire to say that if for nothing else, this region may for all time be of great value to the Dominion for the furs it produces. There seems to me no reason why the productiveness of this country in this respect may not be vastly increased by proper methods. This may not be practicable yet, but in the future, with the constantly increasing value of furs, it will certainly be found profitable to maintain preserves where the game and fur-bearing animals will be protected and the returns greatly increased by prudent management.

Interesting as are the natural characteristics of the country and its undeveloped resources, the inhabitants who make their home there are at least worthy of some attention. In the region traversed between Edmonton and Fort Yukon we meet with several tribes of Indians, speaking as many different tongues. The first of these as we go north are the Crees, the Knistineaux of Mackenzie. Then as we reach Athabaska lake we have the Chippewyans; next the Slaves, and lastly the Loucheux. The Cree, the Chippewyan and the Slaves, though differing much in speech, resemble each other in character and appearance; but when we come to the Loucheux we seem to have reached a different type and one more closely allied to the eastern Asiatic than to the American Indian. They inhabit the country of the lower Mackenzie down to the sea and west along the Porcupine and lower Yukon. They are rather short of stature and dark in colour, are very inquisitive and seem much disposed to imitate the white man. They are very devout in their religious observances, most of them being members of either the Anglican or Roman Catholic church.

Any narrative of travel would be most incomplete that did not make reference to the missions of these two churches in the far north. At Chippewyan, Providence and Good Hope, the Roman Catholics have fine buildings and large schools, as well as at other points, while the English Church has established itself at most of the posts. They also have schools at Fort Simpson, at Hay river, and I believe also at several of their other missions.

The Indians, the half-breed, the white trader and his employees, and the missionaries constitute the very scattered population of that vast region between the borders of civilization on the south and the Arctic sea on the north. To endure the rigorous climate, the isolation from civilized life, with starvation constantly to be feared, and the many deprivations incidental to the wilderness, one would think should have its compensations somewhere, but it must be said that they are not apparent to the ordinary observer. Such a life undoubtedly has some enjoyment for the young, active and vigorous, but for the afflicted and the aged the case is very sad. At very many of the points visited we were implored for advice and for medicine by the sick. Many having chronic diseases which simple surgical treatment would cure, are compelled to live out a shortened existence, for no physician except by merest chance ever visits them. The Department of Indian Affairs has physicians who attend to the medical wants to those Indians that are under treaty, but throughout the whole valley of the Mackenzie river, from Great Slave lake to the sea, nearly a thousand miles, being outside of treaty limits, there is no physician to be had. Surely the people of this country would endorse any action that the government might take to induce a few medical men to reside in those far outlying districts and afford medical relief where it is so much required.

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The watershed of the Mackenzie is computed to contain 451,400 square miles of territory. Within it are the Athabaska, the Peace and the Liard, all great rivers, besides the Mackenzie itself; also the Athabaska and Great Slave lakes, and many other smaller lakes and rivers. They afford a great system of inland navigation, with comparatively little obstruction. To decide on an outlet to the Atlantic for the products of this large territory will be a problem for the future. The distance between Fond du Lac at the east end of Lake Athabaska, and Fort Churchill on Hudson bay, is less than 500 miles, and if these points were connected by a railway an outlet would be afforded vastly shorter than that via the St. Lawrence, and to a district of country greater in area than the whole watershed of that stream from Montreal west, including the great lakes of that basin.

CONTINUATION OF ROUTE OF EXPLORATION.

Having rested two days at Rampart House, we started down stream at noon on August 4, and immediately crossed the 141st meridian and entered Alaska. We will now be under the flag of the United States for some distance. About 5 p.m., at a distance of some 27 miles, we passed the site of Old Rampart House, and about 10 miles further down saw a tent on the beach, which proved to belong to a party of the United States Geological Survey in charge of Mr. Kindle. We camped here over night and left next morning at 9 a.m., August 5. We soon left the Upper Ramparts, which we have had for 40 or 50 miles, and having a strong current with us, made about 40 miles, camping earlier than usual owing to rain.

The next morning, August 6, we left camp at 7 a.m. and soon entered the Lower Ramparts, which are very beautiful, but they only extend about 5 miles. After this the country becomes level, the banks are lower and the river widens considerably. The timber, principally spruce, improves, resembling for size that of the Peel river. This was a fine day, and we made about 60 miles, camping at 11 p.m.

On Tuesday, August 7, we left camp at 6 a.m. It was a windy day, which somewhat retarded our speed. The country becomes flat and the banks low as we approach the Yukon river, which we reached at 10 p.m.

Fort Yukon is situated on the right bank of the Yukon river, about 2 miles above the mouth of the Porcupine. It will have been noticed that our whole course from Athabaska river to the delta of the Mackenzie, as well as that on the Bell and Porcupine rivers, was with the current, but in these 2 miles on the Yukon we had to work our boat against the stream, and this afforded a good idea of the difference in going up and down these rivers. It took us fully an hour and a half of very hard pulling and some tracking to make this distance.

I reached Fort Yukon about midnight, just two weeks after leaving Fort McPherson, and glad that we had again reached a point where steam navigation will make the journey homeward less arduous.

A further reference to the Ramparts of the Porcupine may be permissible. They are very picturesque, often rising perpendicularly or nearly so to heights varying from 40 to 200 feet. Frequently they appear like great stone fortifications. The river often narrows to from 500 to 800 feet, in some cases much less; and with frequent abrupt changes in the direction of the river, they appear, when looking ahead, to completely block the stream, and with the sunlight glistening on the rocks they resemble when seen from a distance, buildings of all sizes and shapes. Very frequently these are so grouped as to give the appearance of stone cities, similar to those seen in eastern lands.

The Upper Ramparts begin about 10 or 12 miles above the Alaska boundary, and extend down stream some 40 or 50 miles. The rock formation as we descend is for the first 25 miles a hard sandstone and quartzite; then changes to basalt for some distance, and below this limestone and shale penetrate upwards through the basalt.

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The Lower Ramparts begin some 20 or 25 miles below the end of the Upper Ramparts. Their formation is principally magnesian limestone and shales, the limestone being the predominant rock.

The formation between the Upper and Lower Ramparts is clay, sand and gravel.

FROM FORT YUKON TO DAWSON CITY, ABOUT 385 MILES.

At Fort Yukon I had to wait from Tuesday night till the following Sunday evening for a steamer going up the river to Dawson. It was a 'deserted village' at that time, most of the Indians, who at certain seasons of the year inhabit the small log huts of a primitive style of architecture, being away. Before the Alaska boundary was defined the Hudson's Bay Company occupied Fort Yukon as one of their posts. There are now two white traders there, who do considerable business at certain seasons of the year.

I had been so rushed along for the past month that I had little time to reflect on anything but what was passing before my eyes. Within the last four short weeks I had travelled 1,300 miles down the Mackenzie, 82 across the mountains, and something in the neighbourhood of 450 at least in a canoe and row boat down the Bell and Porcupine rivers to this point. I have already stated that Fort Yukon is a few miles north of the Arctic circle. Its longitude is also a little over 145° west of Greenwich, and the local time here is about $4\frac{1}{2}$ hours slower than in Ottawa. Perhaps many who are tolerably familiar with the geography of Canada would be surprised to learn that even Fort McPherson is much further west than any part of Vancouver island, while Fort Yukon is 10° further west still. In our journey north we changed time twice, and when I reached Fort McPherson the local time was one hour slower than that used in any other part of Canada. The reason is apparent. Our general course had been west of north, and as we ascend towards the pole, the convergence of the meridians so increases that a degree of longitude is soon passed over.

The Yukon river, for some 75 miles below Fort Yukon, and nearly as far above, is many miles in width, forming what is known as the Yukon flats. This portion of the river is filled with islands, and it would be unwise for anyone unacquainted with the proper courses to attempt to go up it without a guide, as he would be almost certain to get into wrong channels. Evidently these flats have once formed a large inland lake.

Fort Yukon is just a few miles beyond the Arctic circle, and notwithstanding this, I saw in a garden there at the time of my visit vegetables well advanced, peas fit for use, potatoes, lettuce, beans, beets, &c.

The Yukon is a swift flowing stream, the current probably averaging, between Fort Yukon and Dawson, 4 miles an hour. The distance is, I believe, 385 miles, but the machinery of our steamer, the *Lavelle Young*, was partially disabled, and it took us from Sunday evening till Friday afternoon, August 17, before we reached Dawson.

We crossed the international boundary on August 17, and again entered Canadian territory, which I had left at Rampart House twelve days before. At 5 p.m. we arrived at Dawson City, the most important town on the river or in this part of the continent.

I was five days at Dawson waiting for a boat to Whitehorse. During this time I had an opportunity of visiting the mines in the vicinity. It is beyond my field to make any report on the present condition of mining there. This will be competently done by members of the Geological Survey who have spent the past summer in that district. I may say, however, that the work seems now to be in a transition stage. The day for the hand miner with his rocker is over, and hydraulic mining and dredging (more particularly the latter) are being profitably engaged in.

What struck me very forcibly was the way in which the timber had been completely stripped from the hills, the larger for building purposes, for mining props and

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for fuel, and the brush for building embankments to hold the tailings. Spruce wood was selling for \$13 per cord at the time of my visit.

DAWSON CITY TO SKAGWAY, 571 MILES.

The journey from Dawson City to Whitehorse, some 460 miles, was comfortably made in a well-equipped steamer, the *Dawson*. She left on Wednesday evening, August 22, and arrived at Whitehorse on Sunday afternoon, August 26, and on the following morning at 9.30 we took the train for Skagway, arriving there at 4.30 p.m.,

This road, which is 111 miles in length, is narrow gauge, but the road-bed is good and the cars comfortable. Along the route as far as the south end of Lake Bennett there is nothing specially worthy of note. The soil is generally sandy. Jackpine and spruce of little value for lumber are seen along the track. After leaving Bennett, the road winds up the mountain to the summit of the pass, which is 2,897 feet above the sea. Here we pass again into United States territory. The road descends 21 miles with a very steep grade to Skagway, at tidewater on an arm of the Lynn canal. The trip between Bennett and Skagway affords some exceedingly fine mountain scenery. In many places we pass near the snow line, and from Skagway a large glacier is visible. The country is almost entirely devoid of timber. The rocks are granite, and in no part have I seen a more desolate landscape.

FROM SKAGWAY TO VANCOUVER, 867 MILES.

The fine Canadian Pacific Railway steamer *Princess May* was waiting at the dock at Skagway when we arrived, and at 8 p.m. on Monday, August 27, we started for Vancouver. I was sorry that the trip down the Lynn canal was made at night, and a very dark one at that, which prevented our having a view of the glaciers that otherwise would have been visible. Tuesday was a dull, rainy day and without anything of interest to record. The steamer called at Port Simpson early on Wednesday morning, and passed Kaien island, the site of the future city of Prince Rupert, in the forenoon, but did not stop. A little later we called at Port Essington, but the tide was out and our steamer was unable to reach the dock. Further on we called at Caxton, where there is a very large cannery and where we took on a quantity of canned salmon. On Thursday at 6 a.m. we called at Bella Bella, and at 3 p.m. at Alert bay on Vancouver island, to see the totem poles of the Indian village there. Nearly the whole sail from Skagway is so sheltered with islands that one can fancy he is sailing down a river.

On waking on Friday morning, August 31, I found we were approaching the City of Vancouver. It was a delightful morning, and at 7.30 our steamer tied up at the wharf, and my round trip may be said to end here. The distance travelled from Edmonton to Vancouver was about 4,250 miles, and occupied a few days less than three months. It has been to me a trip of very great interest, and I trust the little information gained, and which I have endeavoured to convey in this report, may be of some public service.

I have the honour to be, sir,

Your obedient servant,

E. STEWART,

Superintendent of Forestry.



